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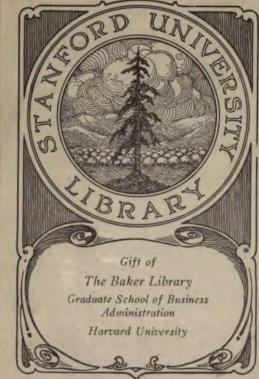
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Books application to J. S. ADAM,

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ON. & ALEXANDRA DOCKS, NEW



E DOCKS, CARDIFF.

The Bute Docks are III acres in extent, and will accommodate the ds afloat. The entrance to the Docks is safe and well protected, and toadstead affords the best shelter, with excellent anchorage ground.

NERY and APPLIANCES of the most improved type. The Patent r. Movable Coaling Cranes enable a vessel to load and unload at the hatchways simultaneously. These Cranes have shipped into one tons in 20 working hours.

HOUSES and TRANSIT SHEDS.—Good accommodation for the rain, Provisions, &c., &c. Bonded and Free.

F SPACE and YARDS.—Large Provision is made for Stacking Is, Iron-ore, &c. Timber Ponds 28 acres in extent, with competitive imminication to all parts.

TIES FOR SHIP REPAIRS, &c.—There are Eight Private Graving Docks, ranging up to 600 feet in length—with Separate Proprietaries, Public Graving Dock, 600 feet in length. Also several Marine Firms: thus giving Shipowners an opportunity of obtaining tenders every description.

AY ACCOMMODATION. — Cardiff is the Natural Port for and the Midland District, as the London and North Western, d Great Western Railway Companies have direct communication from the

CHARGES.—These are much below the average of our Great Ports, enerally procure an outward cargo to any Port in the World, thus out Docks an advantage for Imports, as Vessels do not require to

-The Bute Docks were opened in the year 1839, and the Imports are as follow:-

Year.	Imports.	Exports.	Total
R Cat.	Tons.	Tons.	Tons.
1810	451	45,591	46,042
1860	206,135	2,019,845	2,225,980
1880	1,041,313	5,249,824	6,291,137
1889	1,538,930	8,161,588	9,700,518

Cattle Importation.—The Bute Docks are the only Docks in South Wales which have permission from the Eoard of Trade to land Foreign Cattle. Excellent Cattle Lairs and Slaughter Houses are erected adjacent to the wharf in the deepest water dock, with Railways leading into them, having communication with all parts.

Cold Storage, -Good accommodation is provided for the storage of dead meat, &c.

S OF CARDIFF.—Cardiff now occupies the position of being the 1 the United Kingdom for Shipping cleared to Foreign Countries and essions, and the Premier Port in the World for the Shipment of Coal.

The Bute Docks are the only Docks situated in the Town of Cardiff.

sing the Bute Docks thereby save their Owners and Captains from a making journeys between their l'essels and the Merchants' and s. Banks, Custom House, Post Office, &c., &c.; all of which offices the Bute Docks.

st information on all matters will be readily given on application to **3UTE DOCKS COMPANY, CARDIFF.**

"Swansea, you may depend upon it, is destined to become the Ocean Pert of England."—Sir H. Hussey Vivian, Bart., M.P.

SWANSEA.

The Dock accommodation at Swansea consists of the North, South, and Prince of Wales Docks, all supplied with the most modern Hydraulic Machinery, and appliances for Discharging and Loading Cargoes of every description, and fitted throughout with the Electric Light

The Prince of Wales' Dock, constructed for vessels of the largest burthen, possesses one of the largest and deepest Locks in the Bristol Channel. The Docks are surrounded by more than twenty miles of Railway, the property of the Harbour Trust, connecting the Docks with each of the great Railway systems, viz., the Great Western, London and North-Western, and Midland. The Quays upwards of three miles in length, are furnished with 40 Hydraulic and Steam Cranes, and 21 Hydraulic Coal Tips.

The Number of Vessels which entered and cleared in 1889 was 9,280, of 2,603,333 net register tons. The increase in the net Tonnage cleared, compared with the year 1879, was no less than 70 or per cent., and of Steam Tonnage in the same period 200 15 per cent.

The total Trade of the Port in imports and exports in 1889 amounted to 2,793,217 tons, of the estimated value of £11,036,754. The Tonnage of Imports shows an increase of 4800 per cent., and of Exports 80.92 per cent., whilst the Gross Revenue resulting from the foregoing discloses an increase of 78.24 per cent., compared with the corresponding figures for 1879.

The quantity of Copper smelted in the Local Works in a year is about 21,000 tons, of the value of £1,631,250; Steel, 500,000 tons, of the value of £2,500,000. The Spelter, or Zinc, manufactured in Swansea forms 19'20th of the whole production of the Kingdom, of the total value of £500,000. One year's make of Tin and Terne Plates in the neighbourhood of Swansea is about six million boxes, valued at £4,000,000 sterling. The total shipment of Tin Plates at Swansea in 1879 was 423,000 boxes, weighing 26,438 tons, which had increased in 1889 to 3,123,348 boxes of 196,396 tons weight, of the value of £2,749.544. The manufacture of Chemicals, Patent Fuel, Welsh Woollen Goods, and Railway and Engineering Plant are also among the Staple trades of the Town and Port. There are over 140 Works of 36 varieties, employing upwards of 30,000 hands, within a radius of four miles from Swansea Harbour.

By the completion of the Rhondda and Swansea Bay Railway, Swansea is now the nearest Port to the celebrated Rhondda Valley, and the coal known as "Cardiff Coal" can be shipped at Swansea under the most favourable conditions. In addition, the line also passes through the Avan Valley, a virgin coal field, to which shippers are already directing their attention in view of the partial exhaustion of the older Rhondda Workings. This Valley lies between Swansea and the Rhondda district, and is therefore many miles nearer to Swansea than to Cardiff or Parry.

The Mumbles Lighthouse Signal Station is connected with the Post Office system of Telegraphs. Vessels calling for orders can communicate with their owners without lowering a boat—good and sheltered anchorage being found under the Mumbles Head at any state of the tide free. Registered Telegraphic Address: "Swansea Bay Signal Station."

For information on any point connected with the Port and Harbour apply to

JOHN DIXON,

General Superintendent.

Registered Address of Telegrams: "DIXON, SWANSEA."

N.B.—TOWN DUES and BRIDGE TOLLS now abolished.

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THE

"SHIPPING WORLD" YEAR BOOK:

A DESK MANUAL

IN

TRADE, COMMERCE, AND NAVIGATION.

EDITED BY

EVAN ROWLAND JONES,

[United States Consul.] $H^{)H}$

1891.

'Infinite riches in a little room."

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PRINTED AND PUBLISHED

AT THE

"SHIPPING WORLD" OFFICE, GRESHAM PRESS BUILDINGS, PILGRIM STREET

1891.

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HIGHEST AWARD International Exhibition.

Crystal Palace, 1884.

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Quick drying. Ready for use. Price 30s. per cwt.

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57, Fenchurch Street, London, E.C. LIVERPOOL, CARDIFF, AND GLASGOW.

PREFACE.

THIS is the fifth issue of the "Shipping World Year Book." Important additions and improvements upon former editions have been made; and the present volume contains THE TARIFFS OF ALL NATIONS, AND OF THE COLONIES, completely revised up to November 15th; THE FIRST COMPLETE PORT AND HARBOUR DIRECTORY OF THE BRITISH ISLES ever published, and A DIRECTORY OF THE PRINCIPAL PORTS OF THE WORLD, giving Accommodation, Charges, Tides, Trades, Pilotage, Towage, and Officials; with all necessary information required by Masters, Engineers, and Merchants.

The book also contains, with other information:—Almanack, Admiralty Notes, Agreements, Astronomical Definitions, Balance Sheet of Commerce, a list of British Consuls abroad, and of American Consuls in the United Kingdom; a Table of Consular Fees, Digest of Shipping Acts, Documents required for Clearing Ships, Engineering Notes, Information regarding the Examination of Masters and Engineers, Foreign Moneys, Weights and Measures, Foreign Mails, Freights, Imports and Exports, Instruments of the Weather. Lighthouses, Load-Line Tables, Measurement of Ships, Merchant Shipping Act (Digest), Navies of Europe, Pilotage Laws, Public Debt of Foreign Countries, Powers of the Board of Trade, Postal Information, Rates of Freights, Removal of Wrecks, Sailing Rules, Shipping Terms (Commercial), Stamp Duties, the Suez Canal, Trade Statistics of the most recent dates, valuable scientific information, specially prepared tables, calculators and guides for men engaged in Commerce and Navigation.

The Pilotage and Towage rates are included in the Port Directory instead of under separate headings, thus enabling the reader to have at once before him all the information concerning each port.

We have again to make grateful acknowledgment to many of our subscribers, to the various port authorities of the United Kingdom and the Colonies, and throughout the world, and to Her Majesty's and the United States' Consuls abroad, for excellent and ungrudging service in correcting past errors, supplying new facts, and making the necessary alterations for this Edition of 1891.

THE EDITOR.

Gresham Press Buildings, 25, Pilgrim Street,

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The Shipping World Year Book

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ECLIPSES.

May 23rd—Total Eclipse of the Moon, partly visible as a partial Eclipse at Greenwich. 6.29 p.m.

June 6th—Annular Eclipse of the Sun, visible as a partial Eclipse at Greenwich. 5.2 p.m.

Nov. 15th—Total Eclipse of the Moon, visible at Greenwich. 3.12 a.m.

Dec. 1st-Partial Eclipse of the Sun, invisible at Greenwich.

The Year 5652 of the Jewish Era commences on Oct. 3, 1891.

Ramadân (Month of Abstinence observed by the Turks) commences on April 10, 1891.

The Year 1309 of the Mohammedan Era commences on August 7, 1891.

THE "SHIPPING WORLD" YEAR BOOK ALMANACK, 1891.

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5 5 6 6 7 7 8 8 8 9 9 10 11 11 11 11 11 11 11 11 11 11 11 11	Low Sunday. New Moon, 8.57 a.m. First Qr., 1.20 a.m. St. George. Column Moon, 5.5 a.m.	10 43 0 30 1 20 2 44 3 26 4 5 4 45 5 24 6 7 6 58 8 5 9 37 11 0 0 27 1 4 1 39 2 9	11 26 0 2 0 55 1 42 2 24 3 5 5 4 5 44 6 30 7 30 8 48 10 22 11 33 0 3 0 47 1 21 1 55 2 23	W 6 7 A scen L F 8	Oay. 0 3 0 0 0 0 51 1 1 1 1 1 1 1 1 1 1 1 1 1 1	F S New Moon, 4.25 p.m.	0 24 0 1 13 1 2 1 2 2 43 3 3 25 3 4 7 4 46 5 5 26 5 5 6 19 6 7 0 7 7 5 4 8 5 1 9 9 5 6 10 10 5 6 11 11 49 - 0 11 0 0 0 5 6 1 1 4 1 2 2 3 2 3 3 6 3 6 3
5 5 5 6 7 7 8 8 8 9 9 10 11 11 11 11 11 11 11 11 11 11 11 11	Low Sunday. New Moon, 8.57 a.m. First Qr., 1.20 a.m. St. George. Full Moon, 5.5 a.m.	10 43 0 30 1 20 2 3 2 44 3 26 4 55 4 45 5 7 6 58 8 5 9 37 11 4 1 3 1 4 1 3 2 9 2 9 2 9 3 2 4 5 6 7 6 7 6 5 8 5 9 37 1 1 1 2 1 2 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3	11 26 0 2 0 55 1 42 2 24 3 3 45 4 25 5 4 4 6 30 7 30 7 30 8 8 10 29 11 33 0 47 1 21 1 5 22 2 23 2 52 2 52	W 6 T - Ascen L B	Ozy. 0 51 1: Moon, 1 37: 1: 38: 2: 3 1: 3: 3: 4: 4: 4: 2: 4: 4: 5: 2: 5: 5: 5: 5: 5: 5: 5: 5: 5: 5: 5: 5: 5:		0 24 0 1 13 1 2 1 2 2 3 3 3 25 3 4 7 4 4 6 5 5 26 5 6 6 12 6 6 12 6 6 12 6 10 5 6 11 11 49 - 0 10 5 6 11 11 49 - 0 10 5 6 11 11 49 2 22 2 2 3 3 5 3 4 3 5 3 4 3 5 3 4
5 5 5 6 7 7 8 8 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Low Sunday. New Moon, 8.57 a.m. First Qr., 1.20 a.m. St. George. Full Moon, 5.5 a.m.	10 43 0 30 1 20 2 3 2 44 3 26 4 55 2 4 45 5 24 6 5 8 8 5 7 11 0 2 9 2 9 2 37 3 9	11 26 0 2 0 55 1 42 2 24 3 5 3 45 4 25 5 4 5 6 4 0 7 30 8 48 10 22 11 33 0 37 1 21 1 55 2 23 2 53 2 53 2 54	W 6	11 35 0 3 0 0 0 51 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	F S New Moon, 4.25 p.m.	0 24 0 1 13 1 2 1 2 2 43 3 3 25 3 4 7,4 46 5 5 26 5 5 26 5 5 26 5 5 26 5 7 0 7 7 54 8 8 51 9 9 56 10 10 56 11 10 40 0 0 10 0 0 10 0 0 10 10 0 0 3 3 51 4 4 39 5
5 5 5 6 7 7 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Low Sunday. New Moon, 8.57 a.m. First Qr., 1.20 a.m. St. George. Full Moon, 5.5 a.m.	10 43 0 30 1 20 2 3 2 44 3 26 4 55 5 24 6 7 6 58 8 55 9 37 11 0 0 27 1 1 39 2 9 2 37 3 41	11 26 0 2 0 55 1 42 2 24 3 5 3 45 4 25 5 44 6 30 7 30 8 48 10 22 11 33 0 3 0 47 1 1 55 2 23 2 52 3 25 3 25 3 25 3 25	W 6 The 7 Ascen L 7 Ascen L 8 New 8 9 6.15 a. 5 10 M 11 W 13 The 14 V 13 The 14 V 13 The 14 V 20 The 21 The 22 The 22 The 23 The 24 The 25	Oay. 0 51 1: Moon, 1 37 1: 37		0 24 0 1 13 1 2 1 2 2 43 3 3 25 3 4 7,4 46 5 5 26 5 5 26 5 5 26 5 5 26 5 7 0 7 7 54 8 8 51 9 9 56 10 10 56 11 10 40 0 0 10 0 0 10 0 0 10 10 0 0 3 3 51 4 4 39 5
5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Low Sunday. New Moon, 8.57 a.m. First Qr., 1.20 a.m. St. George. Full Moon, 5.5 a.m.	10 43 0 30 1 20 2 3 2 44 3 26 4 55 2 4 45 5 24 6 5 8 8 5 7 11 0 2 9 2 9 2 37 3 9	11 26 0 25 1 42 2 24 7 5 5 4 5 5 4 5 5 4 5 6 6 30 7 7 30 8 48 8 10 22 1 1 33 0 47 1 2 1 1 2 5 2 3 2 5 3 3 5 8 4 3 5 8 4 5 8 4 5 8 4 6 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	W 6 7 Ascen I F 8 New 8 9 6.15 a. 10 M 11 12 W 13 B 14 15 D First 8 16 7.4 p.n 5 17 Pentcon M 18 W 20 W 20 W 20 W 27 W 20 W 27 W 20 W 27 W 27 W 28 W 27 W 27 W 27 W 28 W 27	Or., 0 19 1 19 1 19 1 19 1 19 1 19 1 19 1 1	F S New Moon, 4.25 p.m.	0 24 0 1 13 1 2 2 1 2 2 4 3 3 3 25 3 4 7 4 4 6 5 5 5 6 12 6 5 12 6 5
5 5 5 5 6 7 7 8 8 8 9 9 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Low Sunday. New Moon, 8.57 a.m. First Qr., 1.20 a.m. St. George. Full Moon, 5.5 a.m.	10 43 	11 26 0 25 1 42 2 24 7 5 5 4 5 5 4 5 5 4 5 6 6 3 7 7 3 8 48 8 10 22 1 1 33 0 47 1 2 1 1 2 5 2 3 2 5 3 3 5 8 4 3 5 8 4 5 8 4 5 8 4 6 7 8 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	W 6 7 Ascen L 1 8	Ozy. 0 51 1: Moon, 1 37: 1: 137: 1: 137: 1: 2 18: 2: 3 1: 3: 3 42 4 4 23 4 4 23 4 5 2 5: 5 45: 7 7 34 8 4 6 9: 4 5 20: 1: 11 59: 0 19: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0: 0:		0 24 0 1 13 1 2 1 2 2 43 3 3 25 3 4 7,4 46 5 5 26 5 5 26 5 5 26 5 5 26 5 7 0 7 7 54 8 8 51 9 9 56 10 10 56 11 10 40 0 0 10 0 0 10 0 0 10 10 0 0 3 3 51 4 4 39 5



HE "SHIPPING WORLD" YEAR BOOK ALMANACK, 1891.

JULY.	High Wate Lond. Bdg	AUCUST.	High Water Lond. Bdge	SEPTEMBER.	High Wate Lond, Bdg
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4.23 a.m.	7 45 8 1 8 43 9 1 9 56 10 3 High Wat Land, Bdg	NOVEMBER.	High Water Lond. Bdge mrn. aft.	DECEMBER. D I New Moon	High Wate d . Bdg mrn. aft.
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TOBER. New Moon, 12-57 a.m.	7 45 8 18 43 9 19 56 103 1 High Wat Land. Bdg mrn. aft 1 7 1 2 13 2 39 2 3 1 3 3 3 6 3 5 4 5 4 4 3 5 4 5 5 4 7 6 16 6 3 8 7 17 7 50 8 3 9 9 10 5 7 11 5 5 7 11 5 5 7 10 5 7 11 5 5 7 11 5 5 7 10 5 7 11 5 5 7 11 5 5 7 11 5 5 7 11 5 7 10 5 7 11	8 \$ 30 MOVEMBER. 5 1 New Moon, 8 M 2 6,32 p.m. 6 B 3 4 W 4 1 In 5 1 F 6 6 1 1 F 6 6 1 1 1 F 6 6 1 1 1 1 1	10 58 11 41 10 16 High Water Lond Brigge mrn. aft. 1 7 2 22 2 36 3 52 3 8 3 23 3 39 3 55 4 13 4 39 5 33 5 59 6 22 7 1 7 40 8 22 9 6 28 11 3 11 34 ——————————————————————————————————	W 30 St. Jerome. DECEMBER. B 1	High Wate d . Bdg mrn. aft. 1 37 1 5 2 12 2 22 2 45 3 3 22 3 4 4 2 4 4 3 5 5 29 5 5 6 24 6 5 7 27 8 8 36 9 1 9 5 0 10 2 2 10 5 3 11 2 11 5 3 0 21 0 4
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TOBER. New Moon, 12-57 a.m. First Qr., 10.56 p.m.	7 45 8 1 8 43 9 1 9 56 103 1 1 7 1 42 1 1 2 13 2 2 3 2 2 3 3 1 3 3 3 4 5 4 5 4 5 4 5 5 6 5 6 5 6 7 1 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 \$ 30 M 31 M 31 M 31 M 31 M 31 M 32	10 58 11 41 10 16 High Water Lond. Bdge mrn. aft. 1 39 1 54 2 7 2 22 2 36 2 3 8 3 23 3 39 3 55 4 13 4 30 4 49 5 9 5 23 7 1 7 40 8 22 7 2 96 11 34 11 3	W 30 St. Jerome. DECEMBER. 1	High Water d. 20g mm. aft. 212 2 2 2 3 4 4 4 2 4 5 3 5 6 2 4 6 5 5 6 2 4 6 5 5 10 2 3 10 2 3 10 2 3 10 2 3 2 2 4 6 3 1 3 2 0 2 3 2 3 3 2 3 3 3 3 3 3 3 3 3 3 3
TOBER. New Moon, 12-57 a.m. First Qr., 10.56 p.m.	7 45 8 1 8 43 9 1 9 56 10 3 1 1 1 1 2 1 3 2 3 3 1 3 3 3 6 3 3 4 5 4 5 4 3 5 4 5 6 7 6 1 6 3 8 7 7 5 0 8 3 9 10 5 7 11 3 6 2 1 3 2 3 7 2 3 7 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2 5 2 3 7 2	8 \$ 30 NOVEMBER. 5 1 New Moon, 6 8 M 2 6 32 p.m. 6 1 F 6 6 7 8 7 [8 46 a.m. 6 M 9 Pirst Qr., 0 b 10 (P. of Wales b. Will St. Martin, 5 Brits 25 8 14 5 \$ 15 2 M 16 0 Full Moon, 5 Brits 21 12 16 a.m.	10 58 11 41 10 16 High Water Lond. Bdge mrn. aft. 1 39 1 54 2 7 2 22 2 36 2 3 8 3 23 3 39 3 55 4 13 4 30 4 49 5 9 5 23 7 1 7 40 8 22 7 2 96 11 34 11 3	W 30 St. Jerome. DECEMBER. 1 New Moon. 11.45 a.m. 15 5 5 6 6 M 7 8 First Qr., 15 12 5 13 M.4 15 15 Full Moon, 16 17 P 18 S 19	High Water d. Bolg mrn. aft. 137 15 2 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
TOBER. New Moon, 12-57 a.m. First Qr., 10.56 p.m.	7 45 8 1 8 43 9 0 3 9 56 10 3 mm. all Bdg mm. 1 7 1 2 1 2 13 2 2 2 39 2 3 3 1 3 2 3 3 3 6 3 3 4 5 5 8 5 6 5 8 7 1 6 6 38 7 1 7 50 8 6 9 10 10 10 10 10 10 10 10 10 10 10 10 10	8 \$ 30 M 31 Free November. 6 \$ 1	10 58 11 41	W 30 St. Jerome. DECEMBER. D 1 New Moon, W 2 11.45 a.m. Th 3 5 5 6 6 M 7 Th 8 5 5.3 p.m. Th 10 F 11 12 5 12 5 13 p.m. Th 15 F 18 12 5 13 p.m.	High Water d. Bdg mrn. aft. 1 37 1 5. 2 12 2 2 2 2 3 2 2 4 5 5 5 6 2 4 6 5 5 7 27 8 8 36 9 5 5 10 2 1 1 5 3 1 2 2 2 2 2 2 4 6 3 3 2 9 3 5 1 4 1 3 4 3 4 4 4 4 4 4 4 4 5 4 5 4 5 4 5 4 5
TOBER. New Moon, 12-57 a.m. First Qr., 10-56 p.m.	7 45 8 1 8 43 9 1 9 56 10 3 1 1 7 1 1 2 1 3 2 2 3 9 2 5 3 1 3 3 3 6 3 5 4 5 4 5 4 5 6 5 6 7 6 1 6 6 8 7 7 5 5 8 5 5 7 7 5 5 8 5 5 7 7 5 7 5	8 \$ 30 NOVEMBER. 5 1 New Moon, 8 M 2 6.32 p.m. 6 10 8 7 [8.46 a.m. 6 10 9 First Qr., 0 b to (P. of Wales b. Will S.F. Martin, 5 F 13 2 S 14 5 \$ 15	IO 58 II 41 IO 16 High Water Lond Brigge mrn. aft. 179 222 36 252 38 323 399 355 413 436 57 179 68 22 7 1174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 68 22 7 12 174 175 175 175 175 175 175 175 175 175 175	W 30 St. Jerome. DECEMBER. D 1 New Moon, W 2 11.45 a.m. Th 3 5 5 6 6 M 7 Th 8 5 5.3 p.m. Th 10 F 11 12 5 12 5 13 p.m. Th 15 F 18 12 5 13 p.m.	High Water d. Bolgs mrn. aft. 137 15 2 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
TOBER. New Moon, 12-57 a.m. First Qr., 10-56 p.m. Full Moon, 1-45 p.m.	7 45 8 1 8 43 90 3 9 56 10 1 1 1 1 1 1 2 1 3 2 3 9 2 5 3 6 3 5 4 5 5 8 5 8 5 8 5 8 7 1 6 3 8 7 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 \$ 30 NOVEMBER. 5 1 New Moon, 8 M 2 6.32 p.m. 6 10 8 7 [8.46 a.m. 6 10 9 First Qr., 0 b to (P. of Wales b. Will S.F. Martin, 5 F 13 2 S 14 5 \$ 15	10 58 11 41	W 30 St. Jerome.	High Water d. Bolg mrn. aft. 1 37 1 5. 2 12 2 2 2 3 2 2 4 4 4 3 5 5 5 5 6 2 4 6 3 2 2 10 2 2 11 5 3 1 2 10 1 2 10 2 1 10 1 3 2 0 2 2 2 2 4 6 3 3 2 9 3 5 5 4 1 3 4 9 3 5 5 5 5 5 6 2 6 6 6 2 6 6 6 2 6 6 6 2 6 6 6 2 6 6 6 2 6
TOBER. New Moon, 12.57 a.m. First Qr., 10.56 p.m. Full Moon, 1.45 p.m.	7 45 8 1 8 43 90 3 9 56 10 1 1 1 1 1 1 2 1 3 2 3 9 2 5 3 6 3 5 4 5 5 8 5 8 5 8 5 8 7 1 6 3 8 7 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 \$ 30 4 M 31 5	10 58 11 41	W 30 St. Jerome. DECEMBER. 1 New Moon, 2 11.45 a.m. 1 1 45 a.m. 1 1 5 5 6 M 7 8 First Qr., W 9 5.13 p.m. 1 1 1 5 12 5 13 M 14 Th 15 O Full Moon, W 16 12.52 p.m. 1 10 5 20 5 30 5 10 5 20 5 11 6 12 7 18 8 19 8 19 8 2 St. Thomas. The 22 C Last Or.,	High Water de Bogs and Bogs an
TOBER. New Moon, 12-57 a.m. First Qr., 10.56 p.m. Full Moon, 1.45 p.m. [1.56 p.m. Last Qr.,	7 45 8 18 43 9 7 5 6 10 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 \$ 30 MOVEMBER. 5 1 New Moon, 6 8 M 2 6 32 p.m. 6 1 F 6 6 7 8 8 [8.46 a.m. 6 M 9 First Qr., 6 Moon, 6 Mo	10 58 11 41 10 16 High Water Lond Brigge mrn. aft. 4 2 7 2 22 2 36 3 52 3 8 3 39 3 39 3 39 3 55 4 13 4 30 6 22 7 1 7 40 8 22 9 6 23 7 1 7 40 8 22 9 10 28 11 2 4 36 2 57 3 13 4 3 3 4 4 4 4 4 6 5 7 5 5 5 21 6 49 7 20 7 53 8 28	W 30 St. Jerome.	High Water d. Bolg mrn. aft. 1 37 1 5. 2 12 2 2 2 2 4 2 4 2 4 4 3 5 5 5 6 2 4 6 3 2 2 0 2 2 1 1 5 3 1 2 2 0 2 2 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 5 3 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 2 0 2 2 1 2 0 2 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 1 2 0 2 2 2 2
TOBER. New Moon, 12-57 a.m. First Qr., 10.56 p.m. Full Moon, 1.45 p.m. [1.56 p.m. Last Qr.,	7 45 8 1 8 43 9 1 9 56 10 9 56 10 1 1 7 1 1 2 1 3 2 3 3 2 3 3 6 3 5 4 5 5 8 5 6 3 8 7 1 7 5 0 8 3 9 10 10 57 11 3 10 57 11 3 1 5 2 4 5 4 4 1 5 5 4 6 1 3 6 7 3 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5	8 \$ 30 M 31 M 31 M 31 M 31 M 32	IO 58 11 41 In o 16 High Water Lond. Bdge mrn. aft. 1 39 1 54 2 7 2 22 36 2 52 3 8 3 23 3 39 3 55 5 6 22 7 11 7 40 8 22 7 6 9 5 7 5 13 13 4 1 2 3 6 5 7 5 30 5 5 5 6 49 7 7 5 3 8 28 9 6 9 46	DECEMBER. 1 New Moon. 11.45 a.m. 15.56 M 7 F 15.56 M 7 M 10.56 M	High Water de Bolg mrn. aft. 1 37 1 5. 2 12 2 2 3 2 2 3 2 2 3 2 2 3 2 2 3 2 2 3 2 2 3 2 2 3 2 2 3 2 2 3 2 2 3 3 2 3 3 2 3 3 2 3 3 2 3 3 2 3 3 2 3 3 2 3 3 2 3 3 2 3 3 2 3
4.23 a.m. TOBER. New Moon, 12.57 a.m. First Qr., 10.56 p.m. Full Moon, 1.45 p.m. [1.56 p.m. Last Qr.,	7 45 8 18 43 9 56 10 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 \$ 30 MOVEMBER. 5 1 New Moon, 8 M 2 6.32 p.m. 6 10 8 7 8 8 [8.46 a.m. 6 M 9 Pirst Qr., 0 b 10 (P. of Wales b. Williams S.F. Martin., 5 P 13 28 8 15 5 F 13 28 15 6 M 9 P 200 15 21 15 6 a.m.	High Water Lond Bates mrn. aft. 139 1 42 2 36 2 52 3 8 3 23 3 39 3 55 6 22 7 1 7 40 8 22 9 6 24 1 2 36 2 57 3 19 3 4 2 4 4 4 6 5 7 5 30 5 55 6 21 6 49 7 20 7 5 3 8 28 6 6 9 4 6 0 21 10 5 11	W 30 St. Jerome.	High Water d. Bolgs mrn. aft. 137 15 2 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
TOBER. New Moon, 12-57 a.m. First Qr., 10-56 p.m. Full Moon, 1.45 p.m. Last Qr., Crispin.	7 45 8 1 8 43 9 1 9 56 10 3 1 4 1 4 1 5 4 1 5 4 1 5 4 1 5 4 1 4 1 5 4 1	8 \$ 30 4 M 31 5 6	High Water Lond Briggs mrn. aft. 17 2 22 2 36 3 52 3 3 39 3 55 4 13 4 36 3 5 5 6 2 7 7 1 7 40 8 22 9 6 2 5 7 3 19 3 4 24 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	W 30 St. Jerome.	High Water de Bolg mrn. aft. 1 37 1 5. 2 12 2 2 2 3 2 2 4 4 4 3 5 5 5 6 2 4 5 3 1 15 15 2 5 2 5 2 5 2 5 2 6 2 6 4 13 4 3 2 4 5 2 5 2 5 2 5 2 5 2 6 2 6 2 6 6 2 6
First Qr., 10.56 p.m. [1.56 p	7 45 8 1 8 43 9 1 9 56 10 3 1 4 1 4 1 5 4 1 5 4 1 5 4 1 5 4 1 4 1 5 4 1	8 \$ 30 4 M 31 5 6	High Water Lond Briggs mrn. aft. 17 2 22 2 36 3 52 3 3 39 3 55 4 13 4 36 3 5 5 6 2 7 7 1 7 40 8 22 9 6 2 5 7 3 19 3 4 24 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	W 30 St. Jerome.	High Water of Bolgs of State o
4.23 a.m. TOBER. New Moon, 12.57 a.m. First Qr., 10.36 p.m.	7 45 8 1 8 43 9 1 9 56 10 3 1 4 1 4 1 5 4 1 5 4 1 5 4 1 5 4 1 4 1 5 4 1	8 \$ 30 M 31 M 31 M 31 M 31 M 31 M 32	High Water Lond Briggs mrn. aft. 17 2 22 2 36 3 52 3 3 39 3 55 4 13 4 36 3 5 5 6 2 7 7 1 7 40 8 22 9 6 2 5 7 3 19 3 4 24 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	W 30 St. Jerome.	High Water de Bolg mrn. aft

LORD SALISBURY'S SECOND MINISTRY.

ENTERED OFFICE AUGUST 3, 1886.

Office.	Minister.	Age	in H.	Years in Office.
Prime Minister& Foreign Secretary Lord Chancellor Lord President of the Council Lord Privy Seal First Lord of the Treasury Chancellor of the Exchequer Home Secretary Colonial Secretary Indian Secretary War Secretary First Lord of the Admiralty Chief Secretary for Ireland Lord Chancellor of Ireland President of the Board of Trade. Chancellor of Duchy of Lancaster President Local Govt. Board President Board of Agriculture	Lord Salisbury Lord Halsbury Viscount Cranbrook Earl Cadogan Rt. Hon. W. H. Smith Mr. G. J. Goschen Mr. H. Matthews Lord Knutsford Viscount Cross Mr. E Stanhope Lord G. Hamilton Mr. A. J. Balfour Lord Ashbourne Sir M. H. Brach Duke of Rutland Rt. Hon. C. T. Ritchie Rt. Hon. H. Chaplin.	60 65 76 50 65 59 64 67 45 43 52 72 52	18 11 25 22 17 10 21 16 22 16 24 46 16	133 92 133 9 104 44

[The above form the Cabinet.]

Office.	• Minister.	Age	in H.	Vears in Office
Lord Lieutenant of Ireland Secretary for Scotland First Commissioner of Works	Earl of ZETLAND Marquis of LOTHIAN Mr. R. D. PLUNKET,	57	Ξ	41
Postmaster-General	Q.C	52	20	51
Vice-President of Council Civil Lord of the Admiralty	Sir W. HART-DYKE Mr. E. ASHMEAD-BART-	53	-	10
B-list-18	LETT	42	10	41
Political Secretary Bd. of Trade Under Secretary Colonies	Ld. BALFOUR of Burleigh Baron H. De Worms	50	IO	.1
Under Secretary India	Sir J. E. GORST, Q.C	55	17	42
Attorney-General	Sir R. E. WEBSTER, Q.C.	47	5	49

POSTAL INFORMATION.

INLAND POSTAGE RATES.—Letters to any part of the United Kingdom (the Channel Islands included), if not exceeding 102., are charged 1d; exceeding 102., 1d; and 1d for every additional 202 or fraction of 202. An inland letter must not exceed 18 in. in length, 9 in. in width, and 6 in. in depth, except Parliamentary petitions and addresses to the Queen. A letter addressed to a provincial post office to be called for is kept a month; if addressed to a person on board a ship expected to arrive there it is kept two months. Unstamped or unpaid letters are charged double postage on delivery. The Registration Fee for Inland and Foreign letters is 2d.

BOOK OR NEWSPAPER POST.—Any book packet, open at both ends, may be sent to any part of the United Kingdom at a rate of—not exceeding 2 oz., ½d; 4 oz. 1d, 6 oz. 1d, 6 oz. 2d, 16 oz. 4d, and ½d for every additional 2 oz. On a Newspaper and Supplement ½d; on a Postal Card ½d. No book packet may exceed 5 lbs. in weight, 18 in. in length, 9 in. in width, or 6 in. in depth, unless is be sent to or from a Government office. Newspapers going abroad must be posted within eight days of, and inclusive of day of publication, and must be prepaid.

INLAND PARCEL POST.—Foran Inland Postal Parcel of a weight of—not exceeding 1 lb. 3d, 2 lb. 4\frac{1}{2}d, 3 lb. 6d, 4 lb. 7\frac{1}{2}d, 5 lb. 9d, 6 lb. 10\frac{1}{2}d, 7 lb. 1s, 8 lb. 1s 1\frac{1}{2}d, 9 lb. 1s 3d, 10 lb. 1s 4\frac{1}{2}d, 11 lb. 1s 6d, to be prepaid in ordinary postage stamps. The dimensions allowed are: Maximum length 3 ft. 6 in., maximum length and girth combined 6ft.

TELEGRAPHIC AND CABLE RATES.—Throughout United Kingdom 6d for 12 words, including the address; ½d for every additional word. Cables to Austria 4½d per word. Belgium 2d, France 2d, Germany 2d, Holland 2d, Hungary 4½d, Italy 4½d, Norway 4d, Portugal 5½d, Russia in Europe 6½d, Spain 4½d, Sweden 5d, Switzerland 3½d, Turkey in Europe 7d. To the United States, 1s to 1s 6d per word. Australia, 9s 2d to 9s 9d; India, 4s; by Submarine Co. (via Turkey), 3s 8d per word.

Money and Postal Orders for the United Kingdom.—Sums not exceeding £10 can be remitted by Post Office Order as follows: Under 205, 2d 205 and under £2, 2d; £2 and not exceeding £4, 4d; £4 and not exceeding £7, 5d; above £7 and not exceeding £10, 6d. Such Orders must be presented for payment within 12 months. Postal Orders, payable within 3 months, are issued as follows: For 15 or 15 of 15d, 2t \$1, 25 to 10 6d, 1d; 15s and 205, 1\$d. They are payable not only at any place in the United Kingdom, but can be cashed at Malta, Gibraltar, and Constantinople. Foreign Postal Orders are procurable at moderate rates.

TRLECRAPH MONEY ORDERS (INLAND).—Money can be wired between London, Birmingham, Brighton, Bristol, Cardiff, Leeds, Liverpool, Manchester, Margate, Newcastle-on-Tyne, Portsmouth, Scarborough, Dundee, Edinburgh, Glasgow, Belfast, Cork, and Dublin—in sums not exceeding £10, on payment of cost of Telegram (minimum 9d), and the following commission:—For sums not exceeding £1, 4d; £2, 6d; £4, 8d; £7, 10d; and £10, 1s.

STAMP DUTIES AND REGULATIONS.

INLAND BILLS OF EXCHANGE OR PROMISSORY NOTES.—For any sum not exceeding £5, 1d; £10, 2d; £25, 3d; £50, 6d; £75, 9d; £100, 15; £200, 25; and 15 for every £100 or fractional part of £100.

and is for every £100 or fractional part of £100.

Foreign Bills,—Foreign Bills, drawn in, but payable out of the United Kingdom. If drawn singly, or otherwise than in a set of three or more, the same duty as Inland Bills. If drawn in sets of three or more, for every Bill of each set, not exceeding £25, id duty; £50, 2d; £75, 3d; £100, 4d; £200, 8d; £300, 15; £400, 15; £400, 15; £400, 50; 15; £400, 50; £4, £500, \$6]; £1,000, 3s; 4d. £500, \$5; £2,000, 6s 8d; and for every £1,000 or fractional part of £1,000, 3s; 4d. Receipt or Discharge for payment of £2 or upwards, id. Bills of Lading, 6d. Charter Party, 6d. Affidavit or Declaration, 2s 6d. Agreement, under hand only, of any matter of the value of £5 or upwards, 6d. Bonds to secure any sum, commence at 13 do not exceeding £50, and increase 13 3d for every £50 and fractional part of £50 up to £300, then increase 2s 6d for every £100 and fractional part of £100 and upwards.

FOREIGN MAILS.

PLACES.	Post Post Cards.	News- papers,	Printed Paper and Books, 2 oz.	Outward Mails from London.	Inward Mails at London.
Africa West Coast	4d Itd	pI I	Id	Friday evening.	Every Monday.
Do Native Possessions	_		61	Dates not fixed.	Uncertain.
Ascension	9	-	N	Monthly.	Monthly.
Austria-Hungary	23 I	***	-61	Twice daily.	Twice daily.
Belgium	24 I	4d 2 oz.	HER	Three times daily.	Three times daily.
Argentine Republic, Brazil, Buenos	4 15	1		Weekly.	Weekly.
Ayres, Chili, and Peru		14 2 00	T	Wed Thur, and Sat.	Tuesday and Saturday.
anada, vancouver, nova Scotta	2 2	30 4 05	rd up. I oz.	Thursday.	Every Thursday.
China Janan Singanore		1.4	fand pat.	Friday.	Every Monday.
Denmark	24 1	4d 2 oz.	T	Twice daily.	Twice daily.
Fornt	24 1	:	1-101	Tues., Thur., and Fri.	Monday and Tuesday.
France	24 I	:	ı-də	Morning and evening.	Three times daily.
Germany and Heligoland	23	:	1-101	Five times daily.	Five times daily.
reece	2 T			Daily, except Saturday.	Mon., Wed., Thur., Fri.
ndia	2	I de	T-I	Every Friday.	Every Monday.
Madeira	23 1	4d 2 oz.	-64	Weekly.	Weekly.
Mauritius	4 15			Monthly.	Monthly.
Mexico	4 13			Nearly every day.	nearly every day.
Newfoundland	25 T	id 2 oz.	(D)	Every alternate I uesday.	I wice a month.
South and West Australia. Tas-	9	1	1d un. 1 oz.	Every Friday.	Every Monday.
mania, and Victoria		_	[and pat.		
Norway and Sweden	21 I	4d 2 oz.	-61	Morning and evening.	Daily.
Panama	4 15	-		Every week.	Every week.
Queensland		1	N,	weekly.	Weekly.
Kussia	24 1	₫d 2 oz.	-{cu-	Morning and evening.	Daily.
Spain	23 I	14 0 00	401 →	Wednesday Thursday and	
United States	24 I	20 2 oz.	tri .	Comesand, Linusand, and	

COMPARISON OF BRITISH IMPERIAL WITH METRICAL WEIGHTS AND MEASURES.

MEASURES OF LENGTH.

English.	French.
Inch = 2 '539954 entmtrs. Foot = 3 '049449 deimtrs. Yard = 0 '91438348 mètre Fathom = 1 '82876696 mètre Pole = 5 '02911 mètres. Furlong = 201'16437 mètres. Mile = 1609'3149 mètres.	Millimètre = 0°03937 inch. Centimètre = 0°393708 inch. 1)Écimètre = 3°337079 inches Mètre = 3°2808992 feet 1°093633 yard Kilomètre = 1093°633 yards.
Nautical Mile = 1855'020.	Myriamètre 6'2138 miles. Nœud = Eng nautical mile.

SUPERFICIAL MEASURES.

Acre

= 0.404671 hectare. Sq. metre = 1'193623 sq. yard.

Sq. in. = 0.000645137 sq. mètre. Sq. ft. = 0.0928968 sq. mètre.

Ton

Sq. vd. = 0.836 Rod = 25.29 Rood = 10.11	6097 sq 1939 s	q. mètre. q. mètres.	Are = 0'098845 rood. Hectare = 2'471143 acres.
		WEIG	GHT'S.
(Troy) Grain	=	o o65 gramme.	Gramme = { 15.433 troy grs. 0.643 dwts.
Pennyweight	===	I · 555 gramme.	15433.0 troy grns. 2.679 troy
Ounce	= . (31.102 grammes. (373.226	Kilogrm. = { zoy troy pounds. zoy avoir-dupois lbs.
Pound (1760 or	rs \= J	373 [.] 226 grammes.	

Pound (5760 grs.): Myriagramme or 10 kilos= 22.0462125lbs. .373226 kilogramme Quintal or 100 kilos = } 220.462125 ,, (Avoirdps.) Dram= 1.77 grm. Ounce $=28.35 \, \text{grms}.$ Pound { 453.57 grms. (7000 grns.)= { 453.57 kilo Hundredweight= 50.8 klgrms. Tonneau or 0.9842059 of Millier = 1000 a ton. kilos

MEASURES OF CAPACITY.

= 1016.0 klgrms.

Pint = 0.567932 litre. Ouart = 1.135864 litre.	Litre = $\begin{cases} 1.760773 \text{ pint.} \\ 0.220 \text{ gallon.} \end{cases}$
Gal.Imp. = 4.54345797 litres.	Décalitre = 2'20215 gallons.
Peck = 9.0869159 litres.	• • • • • • • • • • • • • • • • • • • •
Bushel = 36.347664 litres.	Hectolitre = 22°0215 gallons.
Sack = 1.09043 hectolitres.	Kiliolitre = 220.215 gallons.
Quarter = 2.907813 hectoltrs.	Myrialitre=2202.15 gallons.
Chaldron = 13 08516 hectolitres.	

FOREIGN MONEYS,

AND THEIR VALUES IN ENGLISH AND UNITED STATES MONEY.

Country.	Monetary Units.	Standard.		ie in lish ney.	Value in U.S.
			£	s. d.	\$. cts.
Argentine Republic	Peso fuerte	Gold	0 4	. 2	1 00,0
Austria	Florin	Silver	0 1	11	41'3
Belgium	Franc Dollar	Gold	o o	91	19.30
Bolivia	Dollar	Silver	0 3	1	83.6
Brazil	Milreis of 1,000 reis	Gold	0 2	3	54*5
British Possessions in		_	1	-	
North America	Dollar			. 0	1 00,00
Central America	Peso		'o i		83.6
Chili		Gold	'o 3		91,53
China	Tael	Pure Silver	'o 6	Š.	1 61.00
Cuba	Peso	Gold	0 3		
Denmark	Crown				26.80
Ecuador			6	-	83.6
Egypt	Pound of 100 piasters.	Gold	1 0		4 97 4
France	Franc				
Great Britain	Pound Sterling				4 86.65
Greece	Drachma	Gold			
German Empire	Mark			,,,	
Hayti	Dollar			-	23.82
Jamaica	Pound Sterling				1 00,00
	Yen	Cold and Cil		_	4 86.65
Japan	Rupee of 16 annas				99 70
India	Rupee of 16 annas	O II - I C'I	0 2		39'7
Italy	Lira			,,,	
Liberia	Dollar		1		1 00,00
Mexico	Dollar			7	90,0
Netherlands	Florin			-	40'20
Norway	Crown			1	26.80
Paraguay	Peso	Gold		2	1 00,00
Peru	Sol	Silver	O 3	. 0	83.6
Porto Rico	Peso	Gold	0 3	10	92.28
Portugal	Milreis of 1,000 reis	Gold	0 4	5	t 08'0
Russia	Rouble of 100 copecks	Silver	0 3		66.0
Sandwich Islands	Dollar	Gold	0 4	2	
Spain	Peseta of 100 centimes	Gold and Silver.	0	91	10.0
Sweden	Crown	Gold	0 1		26.8o
Switzerland	Franc	Gold and Silver.	0 0	91	19.30
Tripoli	Mahbub of 20 piasters	Silver	0 3	,.	74.8
Tunis	Piaster of 16 caroubs.	Silver	0 0		12.20
Turkey	Piaster	Gold	ء ما	21	
United States of Co-			ĭŬ	-4	-
lombia	Peso	Silver	٠ ،		83.6
Uruguay	Patacon	Gold			
Venezuela	Dollar	Gold and Silver			
A CHESTACIA	[DOI:41	Goid and Sliver.	0 1	91	19.3

DISCOUNT PER CENT.

		5.			i		s.	d.				۶.	d.		
2 }	is	0	6	in a L.	12}	is	2	6	in a L.	22	is	4	6	in a 🔏	
5 7∄	,,	1	0	,,	15	,,	3	0	11	25	,,	5	0	"	
				,,						30		6		,,	
10	٠,	2	0	,,	20	,,	4)	**	35	,,	7	0		

CORN MEASURES OF DIFFERENT PORTS.

With their Appropriate Equivalent in English Quarters.

AUSTRIA. MALTA. TRIESTE. -3 Stojas = 1 Quarter. BELGIUM. tor Salma = 100 Quarters. . Some take 102 Salma = 100 Quarters -Grain Sold by weight-1,015 Kilos = 2,240 Lbs. DENMARK. MOLDAVIA. GALATZ.—100 Kilos = 143 Quarters. PORTUGAL. VIENNA.—17 Alquieres=1 Quarter.
1 Moio=3 Quarters.
PRUSSIA. 8 Scheffels = 1 Toende or Tun; 21 Tuns = 10 Ouarters. Some calculate 208 Tuns = 100 Qrs. for PRUSSIA.
Wheat, and 210 Tuns = 100 Qrs. for Oats. Danzig—Memel— Königsberg-EGYPT. LAU.-56 Scheffels = 1 Last; 1 Last = ALEXANDRIA. -100 Ardebs of Wheat, &c. 10 Quarters. =63 Qrs.; 100 Ardebs of Beans =65 Qrs. FRANCE. ANCLAM-BARTH- WOLGAST- STRAL. SUND.-1 Last=14 Quarters.
BERLIN AND STETTIN.-1 Last=13 112 Lbs. (Cwt.) = 50 8-10th Kilogrammes; 100 Litres = 1 Hectolitre; 2 Hectolitres 88 Litres = 1 Qr.; 36 Litres = 1 Bushel; 1-12th Quarters. WISMAR.-1 Last=13}, or sometimes 13 1 English Ton = 1015 Kilogrammes. GERMANY. Quarters. RUSSIA. PETERSBURG—ODESSA—RIGA.—2 Osmin=1 Chetwert; 100 Chetwerts=72 BREMEN— HANOVER. — 10 Scheffels=1 Whisp; 2 Whisps=1 Last; 1 Last=11 Ouarters. Quarters Wheat; 11 Quarters Barley. HAMBURG. — Last of Wheat, Pease SEA OF AZOF.—100 Chetwerts=83 Qrs. SICILY. Barley = 101 PALERMO.—4 Salma of 20 Tumlio, or 5 Salma of 16 Tumlio = 5 Ors. old measr.

SMYRNA—(Asia Minor.)

I Kilo = 1 Imperial Bushel.

SWEDEN. ROTTERDAM.—I Last = 10 Quarters Wheat and Rye; 10 Quarters Barley; and 10 Quarters Oats 2 Spann=1 Tun or Barrel; 18 Tuns=10 Quarters. GRONINGEN.— 1 Last = 10 Quarters Oats.
ITALY. Some take 1764 Barrels = 100 Qrs. SPAIN. Ancona.—1041 Rubbeu = 100 Quarters. GENOA.—24 Mini=1 Quarter. *4 Some calculate 245 Minas, and some 3 Fanegas = 1 Quarter. TURKEY. CONSTANTINOPLE. - 816 Kilos = 100 248 Minas = 100 Quarters. Quarters. WALLACHIA. MILAN-VENICE.—3\(\frac{1}{2}\) Staja=1 Quarter.

NAPLES.—5 2-5th Tomoli=1 Quarter.

LEGHORN.—4 Sacchi=1 Quarter. IBRAIL.—100 Kilos = 220 Quarters.

*** Some take 2224.

TABLE SHOWING THE USANCE, OR USUAL TERM, AT WHICH BILLS ARE DRAWN IN LONDON ON THE FOLLOWING CITIES. AND THE DAYS OF GRACE ALLOWED.

London on	Usance,	Days of Grace.	London on	Usance,	Days of Grace.
Altona	1 month after date	6	Leghorn	3 months after date	:
Amsterdam	1 month after date	6	Leipsic	14 days after accept.	!
Antwerp	ı month after date	6	Lisbon	30 days after sight	6
Augsburg	15 days after sight	١	Madrid ·	2 months after sight	14
Barcelona	60 days after date	14	Malta	30 days after date	
Berlin	14 days after sight	3	Milan	3 months after date	13
Bordeaux	30 days after date	10	Naples	3 months after date	3
Bremen	i month after date	-8	Oporto	30 days after sight	3
Cadiz	60 days after date	6	Palermo	3 months after date	
Dantzic	14 days after accept.	10	Paris*	30 days after date	10
Dresden	r 4 days after sight			30 days after date	6
Frankfort	14 days after sight	4	Rotterdam	1 month after date	6
Geneva	30 days after date	Ś	Sydney	30 to 90 days af. sight	
Genoa	3 months after date	30	Venice	3 months after date	1 6
Gibraltar	2 months after sight	14	Vienna	14 days after a cept.	3
Hamburg	1 month after date	12		•	!

COLONIAL AND FOREIGN WEIGHTS AND MEASURES,

WITH BRITISH BQUIVALENTS.

Countries.	Weight for Gold, Silver, &c.	Commercial Weight.	Cloth Measure.	Lineal Measure.	Land Measure.	Grain Measure.	Liquid Measure.
AUSTRO- HUNGARY	Mark rains. The French Met. System has been	Imper. 1bs. Pound	Imper- laches. Ell, Vienna 30.06 Trieste— Wool 26.60	Imperial Foot 12.45 inch Mile 4.71 miles	Joch1.42	USTRO- Troy Imper. Inper. Inpe	Impergalona Einer 12.44 Fuder = 32 Einers, 398.65
BAVARIA See Germ BELGIUM Same as BRAZIL Same as B. AVRES Same as	BAVARIA See German BELGIUM Same as in B. AVRES Same as in	Empire France Portugal Spain	SIIK25.22			Empire Salk25.22 France France South	100Medidas61.10
CHINA Tael	Same as in Tael580	Great Britain Catty = 16 Taels. Picul	Covid. 14.62	Foot 13.12 inch Li 36 mile		CANADA Same as in Great Britain Great Prizainch CHINA Tael So Catty Lia 33 Corid Lia 36 mile E To Tael Lia 33 33	
DENMARK	Mark3633 Rottolo6654 The French	= 100 Cattles. Pound	Ell34.71 P c26.80	Foot19.36 inch Mile4-68 miles	Tondeland1.25	DENMARK Mark 3633 Pound 20 Cattles 24.71 Foot 12.36 inch Tondeland 1.25 Barrel or Toende 3.83 Viertel 1.70 Centrel 1.70 Centrel 2.50 Oxhoft 1.02 Centrel 3.0 Viertels 3.10 Viertels	Viertel
FRANCE	Gramme15.43	me1543 Kilogramme240 Metre 2 1000 Grammes, Quintal220.50 = 100 Kilogrammes	Metre39.37	Metre39.37 inch Kilometre, .62 mile = 1000 Metres. Myriametre, 10.11 miles = 10 Kiloms	Are	FRANCE Gramme15.43 Kilogrammes Action of the control	Litre
SERMAN Empire	Gramm Same as in	Kilogramm	Meter or Stab	Meter or Stab Mile=7500 Metres =4.66 miles.	Ar Same as in the	GERMAN Gramm Kilogramm Meter or Stab Meter or Stab At Liter or Kanne Litre or Kanne	Litre or Kanne
GREECE HAMBURG HOLLAND	Same as in Came as in Came	France German Empire France			Hektare 247	in Gernan Empire Hektare 3.47 Hektoliter Hektoliter [23, 13, 13] Hektoliter Hekt	Hektoliter [22. Vat = 100 Kannen

Countries	Weight for Gold, Silver, &c.	Weight for Gold, Commercial Weight.	Cloth Measure.	Lines! Measure.	Land Measure.	Grain Measure,	Liquid Measure.
Drou.	Troy graina. Tola 18 (Government)	Seer, Governt. 2.06 = 80 Tolas. Maund, Governt. 82.28 = 40 Seers.	laper inches Guz, Bombay27. Guz, Bengal36. Covid, Madras. 18.6	Mile Bengal, 1.13	Biggah, Bengal, 0.33 = 20 Cottahs.	Troy Imper Inper Imper I	e linper. gallons.
ITALY	ITALY Gramma	Chilogramma Metrical System of	MetroFrance.	Metro. Metro Same as in the	Ara Same as in the	Litro Metrical System of France.	Litro
JAPAN MALTA MEXICO NORWAY PERSIA	Momme 58.24 Libbra 4887 Same as in Same as in Miskal 47.7	Kin 1.33 Pound 1.74 Spain Denmark Batman 13.4	Tsune sasi 12. 25 Canna 82. 20 Royal Guz 40	Foot 11.17 inch S Parasang 4 miles	Salma 4-44 Same as in Spain The same as in	Momme -58.24 Kin 1.33 Trune saai 12.35 Keng 6 feet Chb 2.50 Koku 5. Libbra 4887 Pound 1.74 Canna 82.20 Foot 11.17 inch Salma 4.44 Salma 7.93 Barile 9.35 Same as in Spann Same as in Spann Same as in Demark 1.54 Royal Guz 1.94 Royal Guz 1.94 Royal Guz 1.03	Barile 4.35
PERU POLAND PORTUGAL	Same as in See Russia Marc3541	Same as in Spain. See Russia. Act Cussia. 3441 Pound. The French Metrical System is the legal standard. League 3.84 miles	Vara 43.20 legal standard.	Foot 12.94 inch (League 3.84 miles	See Russia Geira 1.43 The French	See Russia See Russia Marc	Almude3.64
PRUSSIA	See German Pound6318	Empire Pound	16 Vershocks = 1 Arshin = aft. 4in. 3 Arshins = 1 Sazhen = 7ft. oin. 900 Sazhens = 1	See German Empire	See German Deciatina2.70	Empire Chewert5.7710 Quarts= 100 ,, = 72 Quarters Vedro.	ro Quarts = 1 Vedro.
SINGAPORE	Buncal832	SINGAPORE Buncal832 Pecul = 100 Catties Covid18. or 1600 Tacks, 135.33	Verst = 35coft.oin. Covid18.		Releish and other and	Britch walchte and measures manually and in the local decision of the contract	Gantang1.04
SPAIN	Gramo	Spain Gramo as in the Merical System of France.	Metro France.		Area Same as in France.	Area Litro Litro	Litro
SWRDEN	Marc3252	Centre3252 Pound	Ell23.36	Foot1.68 inch Mile6.64 miles	Tunneland 1.22	Marc3252 Pound	Kanna7
SWITZ LAND.	Chequee4957 Assimilated	Assimilated to the French Metric System	Long Pik 27.90 System.	Berri 1.03 mile	Assimilated to the	Chequee 4957 (Tantoc Cheduce 4957 (Tantoc Cheduce 1957) Oke Cheduce 1957 O	roo Almudes
U. STATES	The cut is	fremently reckoned	as too Ibs. under the	Sanic as a lighter former of the section of the sec	the imperial measur	12	urits.

THE "SHIPPING WORLD" YEAR BOOK.

The total number and tonnage of Vessels entered and cleared at the principal ports of the United Kingdom, together with the value of Imports and Exports and the number and tonnage of Vessels registered as belonging to each port in the year 1889.

SHIPS ENTERED AND CLEARED.

					2	0 000	TR/	TRADE.
NAME OF PORT.		To	TONNAGE.		REG	REGISTERED AS	Value of	Volue
	; ;	Entered.		Cleared.	EACH	PORT.	Imports.	Exports.
	No.	Tons.	No.	Tons.	No.	Tons.	\ \ \ \	y
Aberdeen	2,780	722,259	2,679	670,343	991	97,873	855,066	108,010
Aberystwith	348	20,569	333	19,055	126	17,248	11,424	8
Alloa	1,107	176.951	1,470	240,113	0	1,523	222,937	119,144
Arbroath	52	30,038	300	28,979	8	3,881	105,637	4,325
Ardrossan	2,479	200,002	2,471	564,674	93	16,910	95.730	20,044
Āyī	2,405	305,473	2,387	300,147	35	8,638	143,457	21,112
Banff	431	38,055	411	37,221	- &	11,320	10,932	40,006
Barnstaple	3,249	175,279	3,235	174,165	52	2,952	11,942	865
Вагтом	2,419	519,277	2,404	509,589	138	61,297	161,210	401,562
Beaumaris	₹,868	1,027,302	5,798	1,023,791	128	7,435	53,848	23,661
Belfast	3.036	1,819,957	9,780	1,829,304	262	124,426	2,572,533	686,300
Berwick-on-Tweed	382	37,274	8	150,05	2.	8	100,000	13.978
Borrowstoness	1,034	267,424	896	255,779	٥	685	261,836	196,385
Boston	636	103,615	621	101,946	S	3,078	749,406	347,744
Bridgwater	3,506	202,667	3,518	205,473	102	6,231	105,905	2,841
Bristol	8,378	01,767,730	8,99	1,263,504	193	40,076	8,115,410	1,148,095
Campbeltown	611,1	81,403	1,093	80,758	33	3,226	50,734	∞
Cardiff	13,287	6,027,420	13,455	6,352,428	298	161,436	2,518,286	6,533,255
Cardigan	578	20,331	2 00	20,063	Ŷ	1,937	730	:
Carlisle	643	105,250	615	101,132	:	:	22,686	Š.
Camaryon	1,837	137,270	1,649	126,232	253	36, 107	13,439	217,948
Channel Islands	1,520	113,083	1,433	97,778	33	21,884	:,	:
Chester	2,696	198,814	2,625	020'961	117	9,116	65,723	2,011
Colchester	2,776	139,796	2,577	136,353	8	5,274	26,160	10,358
Coleraine	203	46,274	507	48,516	•	\$45	8,026	:
Cork	2,816	693,335	2,727	682,781	159	24,828	1,151,279	11,563
Cowes	21.857	2,015,273	21,859	2,024,094	211	13,366	14,418	4,486
Dartmouth	900,1	99,735	900,1	105,123	8	3,733	15,457	11,218
Dover	3,884	780,880	3,905	791,228	‡	3,237	0,358,164	1,214,942
Drogheda	633	130,770	627	131,925	- 42	3,930	7,3%	:
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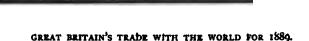
7,002 1,0046,133 4,4 13,134 4,4 13,136 1,734 4,48,58 1,735 1,557 1,375 1,558 1,375 1,558				7	,,,,,,,	2	200		
7,900 1,995,131 2,660 1,931,164 310 35,064 32,044 34,048	Name of Fort.	o N	Tons.	ó	Tona.	No.	t Office	2	۱
144 13,766 446 13,044 2 3,044 1244 495,376 1177 465,413 179 11,630 1244 495,376 1177 465,413 179 11,630 1375 217,127 217,137 217,137 11,147 11,147 1375 217,137 217,137 217,137 11,147 11,147 1375 217,137 217,137 217,137 11,147 11,147 2175 217,137 217,137 217,137 217,137 11,147 <td< td=""><td>Dublin</td><td>7,002</td><td>1.006.111</td><td>2,660</td><td>1,041,752</td><td>370</td><td>55,064</td><td>2,283,895</td><td>94,030</td></td<>	Dublin	7,002	1.006.111	2,660	1,041,752	370	55,064	2,283,895	94,030
1,734 1,737 1,13	District	3	900.00	977	23.044	. 7	2.048	23	:
1,224 493.370 1,177 466.43 119 116.86 1,375 243.375 1,177 448.11 129.95 116.86 1,375 243.375 1,395 243.38 136.29 1,375 243.375 1,395 243.38 136.29 1,375 243.37 2,396 1,397 2,496 1,375 243.48 1,395 1,395 1,376 2,396 1,395 1,395 1,395 1,376 2,396 1,395 1,395 1,395 1,376 2,396 1,395 1,485 1,485 1,376 2,396 1,395 1,485 1,485 1,376 2,396 1,395 1,485 1,485 1,376 2,396 1,395 1,485 1,485 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 2,396 1,396 1,396 1,376 3,396 1,3	7197		60.00		116.028	23	1 017	33,736	:
1. 176	D L.	2 6	986 300			130	116.840	4.484.622	1,306.65
1,700 476, 477, 477, 477, 477, 477, 477, 477,	TOTAL CO		1000	1				97.0	1.147
1, 17.5	Execet	2	74,717	5	72,900	*	,	200	9
1,373 448,518 1,373 448,711 341 341 37,995 1,395	Falmouth	0,7,1	210,045	1.757	217,573	2	10,01	131,17	20,400
1,373 443,275 1,393 243,871 135 345,971 135 345,975 13,995 243,388 136 15,910 15,910 13,910 1	Faversham	9,871	448,518	9,739	447,113	7	21,040	10,505	000
1,375 349,879 1,186 350,474 16 3,890 1,196 34,990 1,196 3	Flastwood	1,323	442,275	1,303	428,871	125	13,995	1,185,408	22,452
11. 1	Pollectone	1,175	263,530	1,386	267,474	91	2,890	11,444,810	1,900,814
10. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		200	220.871	2.330	243.288	921	15,216	32.450	160,525
110	FOWCY	3	- 26.4	200			800	100	2
1,190 2,190 4,190 4,190 4,190 1,190	Calway	242	30,50	5	50/1	1	2	790.00	90.00
11h	Glasgow	9,307	2,789,113	9000	3,017,556	1,549	220,022,	12,003,004	4,000,309
11th 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Gloucester	4,436	So3,4c7	4,395	488,770	183	9,590	2,329,415	04,247
11, 11, 11, 11, 11, 11, 11, 11, 11, 11,	Goole	2,302	547,862	2,653	968,350	238	25,381	4,803,911	5,750,409
1,000 1,00	Congementh	1.020	717.862	1.051	742,443	9	11,813	2,465,548	866,161
7,558 (1,571,31) 7,755 (1,684,666) 356 (231,956 (341,666) 356 (341,666) 341 (341,642) 365 (341,642) 341 (341,642)		377	106.662	017	160.517	*	2,748	182,620	81.074
1,752 1,754 1,667 1,467 1,468 1,667 1,468 1,667 1,468 1,667 1,468 1,667 1,468 1,667 1,468 1,667 1,468 1,66	Cramon	1			200	3,5	221.000	2 870 804	271.708
1,000 81,000 8,000	Creebock	200	15/1/6/	25	90.1		20, 30	S 774 833	2,007
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19.54	Hartlepool	900	571,025	300.5	016,070	3.	479,054	2001/201	66/160
1,536 1,536	Harwich	3,557	737,716	3,310	707,750	125	13,70	14,732,700	3,240,775
1,000 1,00	Hall	5,414	2,439,617	5,224	2, 101,391	835	220,923	20,285,239	10,708,144
1,536 364,186 3,550 365,753 136 8,707 2,652 712,926 766,773 14 817 3,521 1,628,713 7,707 721,926 5,104 3,321 1,628,713 3,624 1,64,948 38 2,134 3,321 1,628,713 3,624 1,64,948 38 3,144 3,321 1,628,713 3,624 1,64,948 3,134 3,41 1,628,713 3,624 1,64,948 3,134 4,63 1,63 1,63 1,63 1,64,948 3,144 5,54 1,68 1,68 1,704 3,173 5,65 1,68 1,69 1,68 3,173 5,65 1,68 1,69 1,68 3,173 5,65 1,68 1,69 1,68 3,144 6,65 1,68 1,68 1,68 3,14 6,65 1,68 1,68 3,14 7,60 1,68 7,60 1,68 7,60 1,68 7,60 1,68 7,60 1,68 7,60 1,68 7,60 1,68 7,60 7,60 1,68 7,60	nverness	3,254	369,317	3,197	361,252	65	5,758	63,649	23,275
1,000 1,00	Toward	3,536	264,186	3.50	265,753	136	8,707	267,569	43,713
2.652 712,956 2,668 766,073 14 817, 14, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18	I ale of Man	3.641	645.445	3,640	107.579	126	12,065	:	:
1,000 1,00	Till on the	2.622	712.026	2,608	766.073	71	817	214,210	474,204
State 124,855 797 121,566 54 8,014 3,321 1,088,712 3,044 1,046,713 180 90,756 444 160,366 330 131,343 23 1,308 18,163 8,445,460 17,037 8,795,675 33 3,176 18,163 8,445,460 17,037 8,795,675 33 3,176 18,163 1,383,271 24,512 24,513 3,176 18,163 3,193 2,193 2,193 3,176 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 3,193 3,193 18,163 3,193 18,163 3,193 18,163 3,193 18,163 3,1	With Carlo	8	983.919	2.707	244.048	38	2.330	5,202	2C. 487
1,088,712 3,084 1,086,713 160 90,755 1,1088,712 3,084 1,086,713 160 90,755 1,1088,712 3,084 1,086,356 5,2 2,599 1,1089 1,1089 1,352 1,313 1,881,862 1,1089 1,1089 1,135 1,881,862 1,1089 1,135 1,135 1,135 1,135 1,1099 1,135 1,135 1,135 1,135 1,1099 1,135 1,135 1,135 1,1099 1,135 1,135 1,135 1,1099 1,135 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,135 1,1099 1,135 1,1099 1,1059 1,1099 1,1059 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1099 1,1	T. T		134 Bre	102	121.668	, 3	8.014	80.048	8
100	Langaster	•	286	2	200	2	92.00	10.326.661	2.261.408
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100 100	Limerick	,	100,300	55	137,079	Ç.	95.	200	2661
13.04 1445.74 1,357 1,355,575 2,313 1,505,507 1,357,575 1,357,575 1,357,725	Littlehampton	‡,	31,733	\$	31,343	S	3,170	37,37	: ::
17) 1335 125531 12,881 27 1 1335 15,551 13,7	Liverpool	18,103	6,445,70	17,037	0,295,075	2,313	1,001,002	700,251,111	26,513,70
17	Clanelly	1,304	180,298	1,355	185,837	31	5,303	32,749	600
77 11859 359,304 1,770 315,992 12 9,711 826 1473 874 96,657 458 16,628 77 166,627 458 16,628 77 166,627 458 16,628 77 166,627 458 16,628 78 16,628 337,274 80 6,351 78 16,628 337,274 80 6,351 78 16,628 337,274 80 6,351 78 16,628 337,274 80 6,351 78 16,628 337,274 80 6,351 78 16,628 417,657 78 16,628 417,628 417,628 78 16,628 417,628 417,628 78 16,628 417,628	London 1	53,535	12,882,271	24,512	7,500,030	2,577	1,327,720	144,711,517	46,251,202
836 94,733 874 90,657 458 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,055 19,056 19,0	1 ondonderry	1,859	359,204	1,770	351,992	5	9,711	381,098	3,281
70 188346 1374 251.78 11.04.40 87 6.028 71.306 13.516 13.74 251.73 41 20.24.3 71.307 15.80 13.518 14.60.84 36.64 36.44 36.45 1.68 317.274 80 6.24.3 75.80 13.5100 15.66 317.274 80 6.24.3 75.80 13.51.204 1.68 1.46.91.88 1.46.91.88 1.68.3 75.80 177.607 1.181 412.264 2.5 44.87 75.80 177.607 1.181 412.264 2.5 44.87 75.80 177.607 1.181 412.264 2.5 44.87 75.80 177.607 1.180	1 owestoft	826	94,723	874	96,657	458	19,605	80,078	14,425
70. 1396 1489 163 1,374 148 1480 148 1480 148 1480 148 148 1480 148 148 148 148 148 148 148 148 148 148		970	. 158,346	573	160,400	82	6,928	200,706	55,504
70' 3485 1436,912 3438 1469,848 94 36/648 31 1,689 31 1,689 31,172 80 6,481 25 6,481 31 1,682 31 1,482 31 1,882	L'arvnort	1,306	258,162	1,374	251,738	;	20,243	135,913	544,150
1,689 339,100 1,668 337,274 80 6,351 See Tyne Ports. 39 80,818 33 4,487 See Tyne Ports. 39 4,125 4,135 Mon.) 850 277,607 9,155 2,101,683 114 30,437 850 277,607 9,155 2,101,683 114 30,437 1,800 2,000	"delesporo"	3,485	1,436,912	3,538	1,469,848	ð.	36,643	988,337	3,422,024
See Tyne Ports See Tyne Tyne Tyne Tyne Tyne Tyne Tyne Ty	Parent	1,689	339,100	399'1	337,274	2	6,251	20,008	1,420
Mon.) See Tyne Ports		555	00,417	220	89,818	35	4,487	331,188	103,571
Mon.) 1,822 411,554 1,811 412.264 25 4,535 Mon.) 9,006 12,177,607 9,155 2,101,683 114 30,437 1,860 1,860	Manuacile Company	See	Tyne Ports.		:	:	:	:	:
Mon.) 9,066 2,177,607 9,155 2,161,683 114 36,437 8,0 2,161,683 114 36,437 1,860	- Charles	1,822	411,554	1,811	412.264	25	4,535	11,116,617	2,237,000
8ç0 267. 18 1.860 1.864 1.865 1.860 1.860 1.860	Nemori (Mon.)	990'0	2,177,607	9.155	2,161,683	114	36,437	873,156	2,066,688
	No.	98.	368	1.800	254.877	چ -	1,860	103.164	7,694
	10 F. J.	•	α	C	_	Ŀ	L	ď	I

Padstow	8,	,						
		34.778	262	34,007	8	8,323	2,265	73
cuzence	2,039	248,107	2,032	248,631	72	11,543	61,135	27,188
erth	8	8,319	112	8,490	6	90	13,762	:
eterhead	156	83,089	290	82,227	4	4,440	45,679	373,228
Nymouth	7,007	836,361	3,886	785,618	357	30,967	1,435,294	101,077
oole	1,497	131,645	1.529	130,005	*	2,559	80,232	10,631
ortsmouth	13.516	1,424,658	13,170	1,392,918	253	14,870	320,021	5,462
reston	717	15,400	210	15,260	2	3,625	6,491	137
lamsgate	7,90,1	180,286	1,035	179,736	179	6,757	12,116	:
ochester	8,999	692,224	8,770	653,962	1,025	56,789	329,364	68,472
uncorn	4.529	355,380	4,250	343,161	134	8,747	56,834	13,487
carborough	285	46,106	387	45,978	147	19,676	7,700	:
cilly Isle	733	13.380	252	13,475	۰	80	:	:
hields	y Ž	Tyne Ports.	:	:	:	:	:	:
horeham	265	97,654	8	92,806	8	12,700	131,467	3,719
kibbereen	325	35,333	336	36,521	4	1,372	10,797	350
Obe	192	90.755	202	84,48	9	1,164	243,299	8
outhampton	191,01	1,726,520	168.6	1,685,779	322	72,582	8,964,470	8,341,229
stockton	805	202,174	8	196,939	8	11,458	311,992	88,851
ornoway.	1,171	180,230	1,151	177,007	92	943	3,620	98,931
rantaer	704	97,883	969	97,825	•	878	2,151	:
inderland	8,263	2,643,956	8,187	2,662,252	30	242,471	714,421	734,199
wansea	6,414	1,383,760	6,384	1,393,285	150	59,228	2,699,213	3,545,710
eignmouth	825	115,450	818	113,243	23	2,242	26,162	9,352
Tralee	80	68,775	333	50,688	2	657	40,591	:
roon	169,2	266,060	2,680	266,522	9	877	162,293	41,337
yne Ports	10,144	7,207,386	16,634	7,622,036	825	399,206	38 617	:
Vaterford	2,144	544,318	2,075	541,331	55	8,151	448,493	2,726
estport	470	37,972	954	35,914	13	389	157,240	:
exford	618	80,042	. 807	78,84	65	4,198	15,141	:
eymouth	1,032	120,212	982	116,470	25	1,943	265,153	143,141
hitby	624	951,76	649	95,441	+	98,507	5,416	:
hitchaven	2,368	280,730	2,344	277,356	92	12,442	169,338	175,404
Wick	1,286	167,145	1,277	166,420	38	2,681	26,573	122,437
Igtown	8	25,896	397	25,524	28	1,321	016	:
Wisheach	8	53,151	282	51,808	2	577	183,876	16,370
orkington	1,766	209,568	1,762	210,676	₩.	9,080	14,820	33,870
armouth	1,20 0,00	156,308	1,167	152,200	634	32,582	216,418	22,655
Popula for the Haited Vinadom	90	0.00	100	0.0			400 000	8.0 8.0

The total amount of Customs Revenue for the year 1889 was, for England and Wales, £16,741,728
Scotland 175,5654
Ingitione of other Ports not enumerated above.

* Total number of British Vessels, including those of other Ports not enumerated above. † Total, exclusive of Channel Islands.

Total . . from 8.18



GREAT BRITAIN'S TRADE WITH THE WORLD FOR 1889.

Showing Number and Tonnage of Vessels which entered from and cleared to each
Foreign Country and British Possession; also the Value of Imports from and
Exports to each Foreign Country and British Possession.

No. I.—Foreign Countries.

Familian Communi	Num En	ber and To tered from t	and C	Vessels leared	Value of In	
Foreign Country.	Enter	red from	Cle	ared to	Imports from	Exports to.
	No.	Tons.	No.	Tons.	Value, L.	Value, £.
Abyssinia Africa (W. Coast, not particularly designa-			3	453		1,239
ted)	93	93,715	109	102,313	908,545	903,218
States)		**	15	17,845	110,157	101,194
Arabia (Muscat)	14.		1881		33	**
Argentine Republic :	258	261,004	1,343	970,423	2,016,182	1,298
Austrian Territories	114	91,318	83	79,941	2,286,834	10,897,690
BelgiumBolivia	4,637	2,258,588	3,654	1,435,931	17,671,877 now included	13,609,575 with Chili.
Brazil	274	237,696	988	773,181	5,070,628	6,750,349
Central America Chili (including Paci- fic Coast of Pata-	11	7,519	8	5,949	1,181,703	1,044,901
gonia)	194	205,353	230	287,716	3,264,573	3,229,693
Kong and Macao) Cochin China (Cam-	86	140,525	43	61	6,115,591	5,188,866
boya and Tonquin)	9	12,504	6	6,758	124,900	21,483
Denmark Danish W.I. Islands	1,542 3	475,099 640		1,219,235	7,845,877 5,029	2,814,079 83,464
Ecuador			6	4.403	72,430	277,801
France	238	4,578,794 206,341		3,989,426 115,565	45,780,277 658,082	22,101,222 291,765
Western Africa	1	245	44	18,770	14,515	105,679
Bourbon (Réunion) F. Possesns, in N.					., .,	16,135
America	** 1		1	128		32,975
Do. in W. I. Islands	102	44.	112	42,669	5	269,903
Do. in Guiana	**	48	. 2	158	34	6,201
Germany	7,061	3,608,845	7,910	3,669,405	27,104,832	31,148,731
Greece	114	91,318	145	141,279	1,864,297	937,253
Hayti & St. Domingo	14	4,345	13	6,684	47,123	262,600
Holland	6,067	3,314,947	4,453	2,046,700	26,679,216	16,183,786
Other Possessions in	67	3,314,947 78,848	87	131,065	2,233,744	1,547,778
Indian Seas		259	7	10,031	430	240,286
Dutch W. I. Islands		6,625	1	424	51,553	183,389
Dutch Guiana	10	2,254	16	4,388	40,353	

THE "SHIPPING WORLD " YEAR BOOK.

BALANCE-SHEET OF GREAT BRITAIN'S TRADE. - (Continued.)

	No.	Tons.	No.	Tons.	Value, £.	Value, L.
Italy	355	301,098	2	2,334,140	3,230,131	8,020,337
Pacific	4	2,154	5	5,701	59,337	137,104
Japan	51	81,356	31	47,280	977,606	4,055,386
Mudagascar	4	1,247		466	83,618	86,026
Mexico	72 298	19,680 76,603		79,991 18,805	465,994, 956,019	1,621,106 717,293
Norway	4,401	1,331,304	3,839	1,205,996	3,497,513	2,332,747
Persia		1111			••	
Peru	27 350	41,679 159,067	43 774	44,998 403,936	3,105,076	1,073,689 2,991,961
Azores	16	7,229	34	20,195	79,245 66,347	86,076 135,356
Possessions in W.	5		69	53,185		
Africa	9	12,926 5,122	208	245,920 17,782	107,424 53,403	583,745 203,021
Do. in India			6	9,357		48,601
Roumania	262	268,544	94	87,066	3,204,776	1,308,822
Russia, Nrthrn. Ports ,, Southrn. ,,	3,414 811	1,792,337 931,857	2,442 226	1,433.532 269,926	13,789,674 13,364,816	7,286,101 1,357,15 5
Siam	23	23,738	1	668	290,566	72,708
Spain Canary Islands	4,018	2,650,086 14,230	2,377 141	1,438,822	11,558,857	4,907,884 436,104
Fernando Po Ports in N. Africa.	1	86	•••	••	6,427	8,294 3,151
Philippine and La-	••		3	1,311		
drone Islands W. I. Islands	51 20		26 207	43,345 277,045	104,487 ¹ 2,331,786	2,767,155 1,592,384
Sweden	4,036		3,318	1,397,572	9,207,047	4,059,871
Tripoli	56		2	1,119	279,910	18,856
Tunis	23 79	23,641 95,065	14 292	8,697 314,973	1,459,321	90,230 3,493,403
cluding Cyprus) Egypt	223 235	204,584 302,215	119 748	134,420 915,765	3,806,052 8,620,602	3,251, 26 0 3,010,63 7
United States—						
Atlantic Ports	2,781 316	4,747,650 468,054	1,589	3,394,589	88,763,537 6,697,938	42,893,891 985,043
Pacific Ports, Rep. of Columbia	44	62,202	113 64	172,543 92,472	245,290	1,227,600
Venezuela Uruguay	54 59	25,323 45,576	64 456	27,557 480,205	284,666 450,531	802,579 2,469,663
Whale Fisheries(Nor-					_	
thern)	11	2,509	15	4,220	33,870	453
Totals—Foreign Countries	56,520	31,172, 2	56,175	30,291,945	330,371,524	224,275,9 5 0

GREAT BRITAIN'S TRADE WITH THE WORLD FOR 1889. 17 GREAT BRITAIN'S TRADE WITH THE WORLD FOR 1889.

No. II.—BRITISH POSSESSIONS.

Sailing Vessels	.,,,,,	No. 160,4	19	Tons. 11,047,341 36,477,013	No. 135,472 150,935	Tons. 9,740,224 32,291,505
COASTING TRAD	E, 188	9.	Entere	ed.	Clea	red.
			62,920	36,365,598	427,637,595	314,705,741
Foreign Countries and British Pos-			6			
Table 1		31,172,612	56,175	30,291,945	330,371,524	224,275,950
Foreign Countries.				Security A		
British Possessions Totals—		4,351,663	6,745	6,073,653	97,266,071	90,429,791
Prince Possessions	7.00			-		
straits Settlements	51	73,232	218	331,196	5,417,034	2,520,469
t. Helena	1	29,930	6	35,923 2,226	2,787	17,828
Mauritius	27	29,930		345,751	421,537	1,010,756 330,160
Malta and Gozo	400	5,910	245	457,569	138,962	15,261,345
Bengal and Burmah	47 480	66,717 883,063	45	68,813	4,836,323	3,368,571
Bombayand Scinde Madras	1.000	400,345		649,232	10,558,313	13,407,219
Hong Kong	6	6,523	16	22,806	1,129,190	2,378,197
Heligoland	6	305	6	296	**	258
Gibraltar	50	41,789	479	321,101	46,126	844,119
Falkland Islands	5	3,330		11,144	73,904	38,074
Ceylon	7,103	10,374	2,099	293,225	2,822,357	813,652
Islands Channel Islands	2,163	142,443 346,182	2,099	328,016	2,161,151	2,423,488
British West India					1.000	1 12
Newfoundland and Labrador	76	14,708	98	27,454	405,532	490,998
Canada	1,411	1,435,000	957	1,094,283	11,785,838	8,916,076
British Honduras British N. America—	63	27,648	2	542	266,723	119,566
British Guiana	51	28,908	178	E8,403	1,210,356	936,471
Bermudas	3	756	13	9,122	3,583	85,401
Remudae	12	7,011	15	14,233	394,504	387,643
Western Australia		42,597	75	100,273	1,889,217	2,598,992
Victoria Queensland	42	37,861	179	319,569	5,500,105	8,761,588
Tasmania	8.	6,894		11,038	319,792	524,957
ing N. Territory.	29	32,270		126,462	3,231,374	1,846,542
S. Australia, includ-			1			0.000
New Zealand	147	196,874	102	152,077	6,752,260	3,559,136
New South Wales		254,105		239,632	8,702,646	7,813,208
Fiji Islands	6.00			190	14,694	21,573
Australasia-		30,300	130	1349	402,170	31-291304
Natal	60	98,508	150	200,349	5,155,680 962,170	3,229,584
Cape of Good Hope	111	740 334	3	3,097	742,754	518,076
Gold Coast, includ-		413			1000	377
Leone	x	379	12	9,822	13,1,829	340,700
Gambia and Sierra						
Ascension Africa —		610	3	1,656	125	3,190
Aden		**	75	120,048	354,969	239,274
Control of the Contro	No.	Tons.	No.	Tons.	Value. L.	Value, L.
					from	to
	Ente	red from	Cle	ared to	Imports	Exports
British Possessions.			•			
	2.1	tered from	o and C	leared	and Exp	ports to

VALUE OF PRINCIPAL EXPORTS OF BRITISH PRODUCE, 1889.

~	L	ii	£
Alkali	1,572,922	Glass-Plate	
		11	243,127
	984,611	1 C D1	275,059
Apparel and Slops	4,978,513		464,742
Arms, Ammunition, and Military Stores— Firearms, small		Other Manufactures, un-	_
Military Stores-		enumerated	164,407
	286,713	ii	
Gunpowder	273,700	Haberdashery and Millinery	2,252,141
Of all other Kinds	1,171,633	Hardware and Cutlery, un-	
	-,-,-,-,55	enumerated	2,989,188
Bags and Sacks, empty	784,708	Hats of all sorts	1,327,553
		11223 01 211 30123	-13-/1333
	1,857,946	Implements and Tools of	
Biscuit and Bread	596,822		
Books, printed	1,294,967	Industry	1,253,093
Butter	145,432	II I	
•		Jute, Yarn	409,651
Candles, of all sorts	231,397	Jute Manufactures-	
Caoutchouc, Manufactures of	1,125,555	Piece Goods	2,730,344
Carriage, Carts, &c. —	-131333		-1/3-1344
Railway Carriages for Pas-	1	Leather, Tanned, Unwrought	9
Railway Carriages for ras-	i		1,313,830
sengers and parts		Wrought, Boots and Shoes	1,789,342
thereof	444,414	Other Articles, unenu-	
Railway Waggons, Trucks,	1	merated	413,874
&c. and parts thereof.	1,530,921	Saddlery and Harness	574,489
Cement	1,231,649	Linen, Yarn	849,263
Cheese	49,168	Linen Manufactures-	-1515
Chemical Products or Pre-	49,	Piece Goods, White or	
		II Di	- 0
parations (See also Dye Stuffs)		Challed Deleted	3,817,013
Dye Stuns)	2,282,964	Checked, Printed or	
Coal, Cinders, &c		Dyed	326,419
Coal	13,838,090	Sailcloth and Sails	1€6,548
Coke and Cinders	574,225	Thread for Sewing	365,080
Fuel, Manufactured	369,675	Unenumerated	1,102,405
Products of Coal, &c.	3-31-73	Lucifers and Vesta Matches	121,773
(including Naphtha,	:		,//3
Paraffine, and Oil		Machinery-Steam Engines.	. 0
thense Details			3,827,059
thereof, Petroleum,		Of other sorts	11,446,851
&c.)	1,111,825	Manure (including Sulphate	
Cordage and Twine	490,106	of Ammonia Manures)	2,050, 170
Corn, Grain, and Meal—		Meat—	
Wheat	47,599	Beef, Pork, Bacon & Hams	363,241
Wheat Flour	116,094	Medicines, Drugs, and Medi-	5 5.
Of Other Sorts	277,082	cinal Preparations	971,415
Cotton Yarn and Twist	11,711,749	Metals.	7/-17-3
Cotton Manufactures—	**1/**1/49	Iron-Old, for re-manufac-	
Piece Goods, Unbleached,		ture	432,175
Grey	20,010,478	Pig and Puddled	2,988,324
Bleached, White	12,337,475	Bar (except Railroad)	1,624,576
Printed, Dyed, or		Railroad of all sorts	5,330,858
Coloured	19,035,669	Hoops, Sheets, and	
Of mixed materials	J. 02. J	Boiler Plates	4,133,667
(Cotton predomi-		Tinned Plates	6,030,005
nating)	. 600	Wire	
nating) Lace and Patent Net	4,651	Cast and Wrought and	832,229
	1,913,547	Cast and wrought and	
Stockings and Socks	394,643	other Manufactures	5,431,422
Thread for Sewing	2,692,601	Steel, Unwrought	1,699,010
Hosiery and Small Wares	2,404,384	Manufactures	639,863
		Copper, Unwrought	1,536,917
Dye Stuffs	492,137	Wrought or Manufac-	-155-15-1
• • • • • • • • • • • • • • • • • • • •	1,3-1-31	tured, Mixed or Yellow	
Earthen and China Ware of		11 34)	8
	04 400	1 061 6	817,430
all Sorts	2,286,688		933,463
		Brass-Manufactures	486,049
Fish-Herrings	1,237,837	Lead, Pig, Pipe and Sheet	757,830
Of other Sorts	528,802	Tin, Unwrought	522,750
Turniture, Cabinet and	- ''	Zinc or Spelter - Un-	5 -1135
Upholstery Wares	856,020	wrought or Wrought	103,834
Sp	0,0,0.0	in the same of the	.03,034
	<u>'</u>		

PRINCIPAL EXPORTS.—(Continued.)

 i	6	p	1 6
Oil. Seed	1,490,594	Soap	503,465
Oil, Seed Oil and Floor Cloth	819,124	Spirits—British and Irish	1,202,559
	• • •	Stationery, other than Paper	965,735
Painter's Colours and		Sugar, Refined	609,115
Materials	1,558,579		, , ,
Paper Hangings	162,348	Telegraphic Wire and Ap-	}
Of other Sorts	1,602,075	paratus	1,038,540
Pickles, Vinegar, Sauces,			1 3 751
Condiments, Confec-		Umbrellas and Parasols	613,181
tionery	1,319,211	!	1
Plate, Gold and Silver	132,039	Wool, Sheep and Lambs'	970,750
Plated and Gilted Wares	306,193	Woollen & Worsted Yarn	4,341,514
Provisions, unenumerated	513,461	Woollen Manufactures-	1,31-,5-1
,	3-3/4	Cloths, Coatings, Stuffs,	1
Rags and other Materials for		&c	6,523,922
making Paper	473,254	Worsted Coatings & Stuffs	10,626,963
	77.31-37	Flannels	563,068
Salt	538,513	Carpets and Druggets	1,271,506
Silk, Thrown, Twist, and	33-13-3	Blankets	571,864
Yarn	509,819	Of other Sorts	1,767,569
Silk Manufactures—	3-417	,	-11-113-7
Broad Piece Goods	1,474,366	OTHER ARTICLES	14,094,132
Of other Sorts	1,031,427		-41-741-3-
Skins and Furs of all Sorts	970,480	TOTAL	£248,048,257
	3,01400		~

PRINCIPAL IMPORTS OF FOREIGN AND COLONIAL PRODUCE, 1889.

Horses 277,388 Other kinds of Corn and Grain Wheatmeal and Flour Wheatmeal and Flour Other kinds of Meal and Specf, Salted and Fresh 3,305,932 Flour	£ 640,138 269,162 643,788 22,510,502 19,904,626 8,543,908 226,615 45,642,028
Animals, Living— Oxen, Bulls, Cows & Calves Sheep and Lambs	269,162 643,788 22,510,502 19,904,626 8,543,908 226,615
Oxen, Bulls, Cows & Calves 9,069,327 Manufactured	643,788 22,510,502 19,904,626 8,543,908 226,615
Sheep and Lambs 1,195,132 Corn, Grain and Meal— Swine	22,510,502 19,904,626 8,543,908 226,615
Swine Wheat Horses Wheat winds of Corn and Grain <	19,904,626 8,543,908 226,615
Horses 277,388 Other kinds of Corn and Grain	19,904,626 8,543,908 226,615
Bacon and Hams 9,795,292 Wheatmeal and Flour 78,216 Other kinds of Meal and Beef, Salted and Fresh 3,395,932 Flour	8,543,908 226,615
Bacon and Hams 9,795,292 Wheatmeal and Flour Bests, of all Sorts 78,216 Other kinds of Meal and Beef, Salted and Fresh 3,395,932 Flour	8,543,908 226,615
Beef, Salted and Fresh 78,216 Other kinds of Meal and Flour Flour Flour	226,615
Beef, Salted and Fresh 3,395,932 Flour	
Rones of all Kinds (except Cotton Raw	45,642,028
ADDRESS OF MILE PROPERTY CANCELLY I CONTOUR IN MAN	
Whalefins) 390,740 Yarn	474,561
Books 270,569 Manufactures -	
Brimstone 172,787 Piece Goods	657,274
Bristles 470,929 Other kinds of	1,813,764
Butter 10,244,636	-,,-,
Butterine (Margarine) 3,655,061 Drugs-Bark, Peruvian	420,010
Buttons and Studs, not of Opium	298,436
Metal 369,566 Unenumerated	814,593
Dyeing or Tanning Stuffs—	41393
Candles, of all Sorts 08,122 Bark	204,087
Caoutchouc 2,617,369 Cochineal, Granilla & Dust	50,749
Manufactures of 318,439 Cutch and Gambier	675,820
	0/3,020
Chamber 1 Manufacture and 1	609,236
	1,777,617
Products 1,414,996 Indigo Chicory, Raw or Kiln-dried 58,222 Madder, Madder Root,	1,777,017
	0.
	17,184
	830
22000 (min bare mercer) 1 4343320 min min	140,517
Cocoa 801,199 Valonia	454,630
Coffee 4,319,372 Substances and Extracts,	0
Confectionery 28,907 unenumerated	805,179

PRINCIPAL IMPORTS .- (Continued.)

Dye Woods-Logwood			
	£ 443,656	Manures-Unenumerated	£ 124,157
Unenumerated	443,030		368,652
Onenumerated	96,004		300,052
r		Meat, Unenumerated -	6-0
Eggs	3,127,590	Salted or Fresh	177,678
Embruidery and Needlework	321,085	Preserved, otherwise by	
.		Salting	1,634,223
Feathers, for Beds	115,462	Metals—	
Ornamental	823,007	Copper Ore and Regulus.	4,234,619
Fish	2,588,623	Unwrought, part wrought	
Flax, Dressed & Undressed,		and Old Copper!	2,120,564
and Tow	3,066,328	Manufactures, unenu-	
Flowers, Artificial	345,283	merated	58,073
Fruit-	34313	Iron, Ore	3,024,605
Almonds	412,241	T D	
A 1 D			1,0,13,974
	974,405	Iron and Steel, Manufac-	96,720
Currants	1,420.708	from and Steel, Manuac-	
Figs and Fig Cake	255,768	tures of, unenumerated Lead, Pig and Sheet	2,490,497
Oranges and Lemons	1,731,635	Lead, Pig and Sheet	1,875,287
Raisins	910,676	Silver Ore	2,228,791
Raw, unenumerated,	1,147,439	Tin, in Blocks, Ingots,	
		Tin, in Blocks, Ingots, Bars, or Slabs	2,797,274
Galls	83,734	Zinc, Crude in Cakes	1,074,943
Glass, of all Kinds	1,782,193	Manufactures	416,735
Guano	199,783	Metal, not otherwise	41133
Gum-Arabic		enumerated, Wrought	270,774
Kowrie	243,013	Milk, Condensed	704,849
	149,396		
Lac, Seed, Shell, Stick,		Musical Instruments	894,687
and Dye	276,296	Mutton, Fresh	2,575,396
Of other sorts	405,513		
Gutta Percha	575,029	Nuts and Kernels—	
		For expressing Oil there-	
Hair-Cow, Ox, Bull, or Elk	134,862	from	684,635
Goats' Hair or Wool	994,396	Of other Sorts (including	
Horse	178,648	"Nuts, for Fruit")	599,802
Manufactures of Hair, and	-/-,-4-	1	3791
of Goats' Wool	142,031	Oil—	
Hats and Bonnets-	142,031	Train or Blubber & Sperm	440,360
	0-	1 4	
Of Felt Of Straw	93,382		235,354
	95,635		277,602
Hemp, Dressed & Undressed,	•	Olive	817,495
and Tow	3,398,190	Palm	1,091,922
Hides-Raw	3,077,434	Seed	461,691
Hops	713,094	Turpentine	662,681
Horns and Hoofs	173,344	Chemical, Essential, and	
		Perfumed	192,340
Isinglass	90,892	Oil Seed Cake	1,701,106
Ivory—		Onions, Raw	672,079
Teeth, Elephant's, Sea			
Cow, and Sea Horse	573,820	Painters' Colours & Pigments	1,031,721
,	3731	Paper and Pasteboard-	-,-5-,,
Jute	5,428,713	Of all Kinds (except	
- 17 I			. 9
Yarn	97,224	Hangings)	1,857,743
	,	Paper Hangings	49,568
Lace	1,032,619	Paraffine	374,887
Lard	2,176,332	Petroleum	2,588,947
	6,673,844	Pictures and Drawings by	
Leather		Hand	392,065
Leather Manufactures -		Diank and Tax Diank	
Leather Manufactures -	350,856	Pitch and Tar-Pitch	26,893
Leather Manufactures - Boots and Shoes			
Leather Manufactures — Boots and Shoes Gloves	1,705,516	Tar	99,849
Leather Manufactures — Boots and Shoes Gloves Unenumerated	1,705,516 338,136	Tar Plumbago	99,849 163,336
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen—Yarn	1,705,516 338,136 769,398	Tar Plumbago Pork, Salted and Fresh	99,849 163,336 678,922
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen—Yarn Manufactures	1,705,516 338,136 769,398 427,364	Tar Plumbago Pork, Salted and Fresh Potatoes	99,849 163,336 678,922 736,039
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen—Yarn	1,705,516 338,136 769,398	Tar Plumbago Pork, Salted and Fresh Potatoes Poultry and Game	99,849 163,336 678,922 736,039 473,193
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen—Yarn Manufactures Liquorice	1,705,516 338,136 769,398 427,364 81,226	Tar Plumbago Pork, Salted and Fresh Potatoes	99,849 163,336 678,922 736,039
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen — Yarn Manufactures Liquorice Manganese, Ore of	1,705,516 338,136 769,398 427,364	Tar	99,849 163,336 678,922 736,039 473,193 1,211,791
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen—Yarn Manufactures Liquorice Manganese, Ore of Manufactures	1,705,516 338,136 769,398 427,364 81,226	Tar Plumbago Pork, Salted and Fresh Potatoes Poultry and Game	99,849 163,336 678,922 736,039 473,193
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen—Yarn Manufactures Liquorice Manganese, Ore of Manures— Phosphate of Lime and	1,705,516 338,136 769,398 427,364 81,226	Tar	99,849 163,336 678,922 736,039 473,193 1,211,791
Leather Manufactures — Boots and Shoes Gloves Unenumerated Linen—Yarn Manufactures Liquorice Manganese, Ore of Manufactures	1,705,516 338,136 769,398 427,364 81,226	Tar	99,849 163,336 678,922 736,039 473,193 1,211,791

PRINCIPAL IMPORTS.—(Continued.)

Rags, and other materials	L	Spirits—	2.
for making Paper—		Sweetened and Perfumed.	
Linen and Cotton Rags	426,322	of all Kinds	201,640
Esparto, & other Materials	2,087,495	Stones, &c	625,458
Rags, Woollen, applicable to	-171193	Straw Platting for Hats or	5143-
other uses than Manure	669,438	Bonnets	659,855
Rice	2,683,600	Sugar-Refined and Candy	8,839,322
Rosin	291,567	Unrefined	13,614,519
		Molasses	143,662
Sago	280,339	Glucose	483,321
Other Farinaceous Sub-		!	
stances	1,000,353	Tallow and Stearine	1,645,801
Saltpetre	291,021	Tea	9,98 7,967
Cubic Nitre	1,102,583	Tobacco — Unmanufactured	2,168,709
Seeds—Clover and Grass	607,853	Manufactured, Cigars and	
Cotton	1,906,220	Snuft ,	1,721,775
Flax and Linseed	4,570,203	Toys	714,828
Rape	805,366	l'	
Tares and Lentils	69,244	Vegetables, Raw, un-	
Unenumerated, for Ex-		enumerated	621, 76 0
pressing Oil therefrom		l	
Of other Sorts	303,254	Watches	691,006
Shells	241,966	Wax	108,857
Silk, Raw	2,192,548	Whalebone (Whalefins)	177,179
Knubs or Husks of Silk,		Wine	5,905,473
and Waste	899,474	Wood and Timber-	-1.1.1
Thrown Manufactures	510,734	Hewn Sawn or Split	5,636,764
Skins and Furs—	11,789,139	C	13,143,881
Skins—Sheep and Lamb,	1	Furniture & Hardwoods -	694,098
	7 042 500	37 1	354.50I
C	1,243,792	11	608,112
Seal	715,912 674,467		591,753
All other Sorts	78,555	Wool-Sheep and Lambs'	28,361,870
From of all Came	1,023,175	Alpaca, Vicuna, and Llama	252,867
Manufactures of	620,542	Goats' Wool or Hair. See	232,007
Spices-Cinnamon	50,987	Hair	
Ginger	97,716	Woollen, Yarn	2,443,796
Pepper	856,492	Manufactures	9,784,068
Unenumerated	419,096		31,54,500
Spirits-Brandy	1,316,137	Yeast	723,320
Geneva	52,752		,=5,5==
Rum	340,026	ALL OTHER ARTICLES	15,440,435
Unenumerated, not]		
sweetened	144,293	TOTAL	£427,262,983

VALUE OF THE PRINCIPAL AND OTHER ARTICLES OF FOREIGN AND COLONIAL PRODUCE AND MANUFACTURES EXPORTED.

	1	£	11_	£
Arms and Ammunition	•• 1	40,973	Cocoa	259,895
	1		Coffee	3,669,841
Bacon and Hams		469,723	Confectionery	12,252
Beads of all Sorts		51,543	Cordage and Twine	114,138
Butter		370,048	Corn, Grain, and Meal-	
Margarine		70,975	Wheat Other kinds of Corn and	143,788
Candles of all Sorts		91,177	Grain	155,521
Caoutchouc		1,411,554	Wheatmeal and Flour	113,175
Cheese		174,267	Other kinds of Meal and	
Chemical Manufactures	and	• • • •	Flour	9,529
Products		332,834	Cotton-Raw	5,872,600

PRINCIPAL EXPORTS.—(Continued.)

Cotton-Yarn	£ 6,8 ₅ 8	Nuts and Kernels, for ex-	ک
Mannfactures	580,202	pressing Oil therefrom	454,712
Drugs-Bark, Peruvian	257,680	1	
Opium	229,330	Oil-Coco-nut	103,827
Unenumerated	365,844	Olive	146,293
Dyeing or Tanning Stuffs-	3-31-44	Palm.	655,331
Cochineal	37,320		939,334
Cutch and Gambier	292,284	1	
Indigo	1,170,460	Paper, of all Kinds (except	
Unenumerated	119,996	Hangings)	98,601
Dye Woods-			90,001
Logwood & all other sorts	54,206	Quicksilver	485,256
Farinaceous Substances (in-		11	, 5, 5
cluding Sago)	163.388	1	
Feathers, Ornamental	442,219	Rags and other Materials	
Fish	476,902	for making Paper	430,117
Flax, Dressed & Undressed,		Rice	1,409,255
and Tow	151,594	ii l	
Fruit-Almonds	173,991	:1	
Currants	77,394	Seeds—Flax and Linseed	492,221
Oranges and Lemons	148,874	Rape	136,802
Raisins	125,236	Unenumerated for ex-	3-,
Raw, unenumerated	72,324	pressing Oil therefrom	220,579
,	7-13-4	Silk & Silk Manufactures-	1319
Glass, of all Kinds	158,333	Raw	263,503
Guano	31,178	Knubs or Husks of Silk,	3,3-3
Gum-Arabic	123,814	and Waste	110,835
Kowrie	46,574	Thrown	22,934
Lac, Seed, Shell, Stick,	7~13/7	Manufactures	962,602
and Dye	241,636	Skins, Furs, and Pelts-	902,002
Of other Sorts	198,541	Goat, undressed	620,343
	- 90134-	Sheep, undressed	114,792
Hemp, Dressed & Undressed.		All other Sorts	1,119,859
and Tow	1,416,169	Spices -Cinnamon	41,179
Hides, Raw	1,202,904	Pepper	634,067
Hops	32,248	Unenumerated	348,258
	3-,-40	Spirits-Brandy	65,339
Ivory. Teeth, Elephants',		Rum	173,319
Sea Cow, Sea Horse,		Other Sorts, not Sweet-	-7113-9
or Sea Morse	377,718	ened, including various	
5. 5 	3////20	Kinds mixed in Bond	72,251
Jute	1,745,267	Sugar-Refined and Candy	167,932
Jute	*1/43120/	Unrefined	624,206
Lard	171 070	Molasses	69,093
Lanthan	171,979		·y,~y3
Manufactures, Boots and	1,532,519	H I	
Shoes	20.765	Tallow and Stearine	378,649
	39 , 105	Tea	1,742,205
Meat, Preserved, otherwise		Tobacco, Unmanufactured	162,407
than by Salting	08 of-	Manufactured, of all Kinds	
Metals—	98,360	Manuactureu, or an Ainds	277,363
Copper, Unwrought, part		<u> </u>	•
Wrought, and Old		Wax	20.70*
		Wine	39,791
Copper	715,761	Wood and Timber—Hewn	678,707
Iron Bars, Angle, Bolt,	-66-	wood and Timber—riewn	94,923
and Rod	564,265	Sawn or Split, Planed or Dressed	708 000
Steel, Unwrought	60,669	Furniture and Hardwood	108,079
Iron and Steel, Wrought		of all Sorts	0-
or Manufactured, un-			110,980
enumerated	570,427	Wool, Sheep and Lambs'	15,417,521
Lead, Pig or Sheet Tin, in Blocks, Ingots, Bars, or Slabs	180,618	Woollen Manufactures	810,332
In, in Blocks, Ingots,			0 - 0 -00
Bars, or Slabs	1,629,139	ALL OTHER ARTICLES	8,01 8,638
Milk, Condensed	235,655	man-1-	
		TOTAL	£66,657,484
Musical Instruments	83,509		200,03/,404

TOTAL SHIPPING TRADE OF GREAT BRITAIN AND IRELAND.

	TOTAL S	FOTAL SHIPPING TRADE OF GREAT BRITAIN & IRELAND IN THE PAST THREE YEARS.	RADE OF	F GREAT B	RITAIN	R IRELAN	D IN THE	PAST TH	REE YEA	.RS.
	Vessela	Vessels Entered.	Veuselu	Vessels Cleared.	Total N Vessels	Total Number of Vessels Registered.	Total N Vessels	Total Number of Vessels Employed.	Total N Persons 1	Total Number of Persons Employed.
	No.	Tons.	No.	Tons.	Ŋ.	Tons.	ď	Tons.	British.	Foreigners.
1867	357,405	27.664.486	319,084	71,978,474	36,752	9,135,512	17,783	7,123,754	160,913	24,046
	377,459 381,083	83,048,629	340,327	76,397,349		9,472,060	17,504	7,351,000	183,473	25,877
	TOTAL	TOTAL NUMBER OF SHIPS BUILT IN THE UNITED KINGDOM DURING THE PAST THREE YEARS	F SHIPS BU	UILT IN THE	UNITED	KINGDOM D	URING TH	E PAST THI	REE VEARS	

				acturine of Vi	essels built for P	oreigners)			
	Vessels.	I	ron.	Ö	Steel.	A	Wood.		Total.
1887	Salling Steam	Ž ‡%	Tons. 46,557 18,010	No.	Tons. 25,235	N. 0.01	Tons. 9,357 610	No. 257 321	Tons. 81,119 225,427
	Total	. 8	65,467) je	231,142	6r	196'6	878	306,546
1888	Sailing Steam	25.5	20,999 26,183	38.38	45,614	52	9,083 1,904	85	75,696
	Total	146	47,182	388	424,792	8	10,987	73	483.141
1889	Sailing Steam	113	15,118	2 \$	93.271	191	9,092	277 582	117,481 554,024
	Total	137	50,504) §	611,345	317	9,645	88	671,505

_	1885	1886	1867	1888	1888
MPORTS	370,967.472	349,863,472	362,227,564	387,635,743	427,637,595
gXPORTS-British Produce Foreign & Colonial Produce	813,044,500 58,359,194	212,432,754 56,234,263	59,348,975	233,842,607	224,275,950
Total Exports	271,403,694	268,667,017	280,763,161	297,885,236	314.705.741
Total of Imports and Exports	642,371,649	618,530,489	642,090,725	685,520,979	742,343,336

VALUE OF TOTAL IMPORTS AND EXPORTS OF MERCHANDISE DURING FIVE YEARS.

DEFINITION OF ASTRONOMICAL TERMS.

Aberration. -- An apparent change of place in the fixed stars, which arises from the motion of the earth combined with the motion of light.

Altitudes.—The Altitude of an object is that portion of a vertical circle which is intercepted between the centre of the celestial object and the horizon.

Aphelion.—That point in the orbit of a planet in which it is at its greatest distance from the sun.

Apogee.—That point in the orbit of the moon or a planet in which

it is at its greatest distance from the earth.

Azimuths.—The Azimuth of an object is its true bearing, east or west, of its nearest meridian. It is always equal to that portion of the horizon which is intercepted between the vertical circle passing through the centre of the object and the meridian of the place of observation.

Declination of a Celestial Object.—The Declination of any celestial object is its distance north or south from the equinoctial, and is measured by that portion of the celestial meridian which is intercepted between the centre of the object and the equinoctial.

Disk of the Sun or Moon is its round face, which, on account of the great distance of the object, appears flat as like a plane surface.

Diurnal —Diurnal motions of the planets are the spaces they move

through in a day.

Elongation.—The angular distance of a planet from the sun as it

appears to us upon the earth.

Emersion.—The time when any planet which is eclipsed begins

to recover its light again.

The Horizon.—The visible horizon is that which is seen while the eye is elevated above the surface; and the sensible is that which is seen when the eye is on a level with the water. The depression of the former below the latter is called the dip of the visible horizon.

Immersion.—The moment when an eclipse begins, or when a

planet enters into a dark shadow.

Libration. - An apparent irregularity of the moon's motion, which makes her appear to librate about her axis in such a manner that parts of her eastern and western limbs become visible and invisible alternately.

Parallax. - Parallax is the difference between an altitude taken at the surface of the earth, and that taken at the centre at the same time. When the object is on the horizon, it is called the horizontal parallax;

but in any other case it is called the parallax in altitude.

Penumbra. —A faint shadow which accompanies an eclipse and occasions a partial obscurity of the body to that part of the earth on which it falls.

Perigee.—That point of the moon or a planet's orbit in which it is at its least distance from the earth.

Perihelion.—That point of a planet's orbit in which it is at its least distance from the sun.

Phases.—The several appearances of the moon and planets, according as a greater or less part of their illuminated hemispheres

are presented to our sight.

Prime Vertical Circle.—The Prime Vertical Circle is the circle which passes from the zenith due east or west, having 90 degrees of the horizon intercepted between it and the meridian. All objects on this circle are said to be on the prime vertical.

Polar Distance of any celestial object, is an arc of a meridian, contained between the centre of that object and the pole of the equinoctial; or, in other words, it is the distance of the object from the elevated pole.

Refraction.—Refraction is a quantity by which a body appears

above its true place in the heavens.

Right Ascension. - The Right Ascension of a celestial body is that portion of the equinoctial which is intercepted by a celestial meridian passing through the centre of the body and the first point of the ecliptic. It is generally given in time.

*Right Ascension of the Meridian.—The Right Ascenson of the

Meridian is that part of the equinoctial that comes to the Meridian

with the object measured from the first point of Aries.

Terrestrial and Celestial Equators.—The Terrestrial Equator is a great circle (supposed to be described) around the earth, at an equal distance, or 90 degrees from the poles, dividing the globe into two equal parts; the part to the southward of the equator being called the southern hemisphere, and that to the northward the northern hemisphere.

The Celestial Equator, commonly called the Equinoctial, is an imaginary circle described in the heavens, corresponding to and

coinciding with the terrestrial equator.

Time.—Time is measured by the apparent motion of a celestial body over the surface of the globe, and is called Solar, Lunar, or Sidereal, according to the body with which it is referred; a full revolution of either of these objects is called its apparent day, and begins when the object comes to the meridian; but for the convenience of civil and commercial business, that of the sun, called solar or civil time, is from midnight to midnight, the first twelve hours of which are marked A. M., signifying ante meridian, and the last twelve hours P. M., signifying post meridian. In this and the following mode of keeping time, the day is dated as soon as it commences.

Astronomical Day.—This day is also measured by the apparent

motion of the sun, but for the convenience of astronomical computations, it is taken to begin at noon, that is, 12 hours after the beginning of the civil day, and end at noon of the following day. Astronomers generally reckon the hours of this day up to 24 hours, without any distinction of ante or post meridian, which they call astronomical time; hence the first 12 hours of which are the P. M. hours of the civil day on which it begins, and the last 12 hours of it

are the A. M. hours of the day on which it ends.

The Nautical Day.—This day, as well as the civil and astronomical day, is measured by the apparent motion of the sun. It begins just with the astronomical day, but it is dated with the noon on which it ends; hence it is 24 hours in date later than the astronomical day, the first 12 hours of which are marked in the journal with P. M., and the last 12 hours with A. M., so that occurrences which happen on the afternoon of the civil day on which it begins, come in the journal under the date of the civil day in which it ends. The Log Book is generally kept in nautical or Sea Time, but it may be kept in Common or Civil Time.

Tropics.—The Tropics are two circles (supposed to be described) parallel to the equator, at the distance of about 23° 28', equal to the highest declination. The northernmost is called the Tropic of Cancer,

and the other the Tropic of Capricorn.

Twilight.—The Twilight is that duration of light which is apparent in the absence of the sun. It generally continues whilst he is traversing about 18 degrees below the horizon. It is caused by the column of atmosphere which surrounds the earth receiving the rays, or light, of the sun, and from which that light is transmitted to those parts of the surface of the globe opposite the sun at its rising and setting.

Vertical Circles.—Vertical Circles are circles (supposed to be described in the heavens) perpendicular to the horizon, and meeting at the Zenith. They are sometimes called circles of altitudes,

circles of azimuths, and prime vertical circles.

Zenith and Nadir.—The Zenith is that point in the heavens which is directly over the observer's head; and the Nadir that which is opposite to it.

Zenith Distance.—The Zenith Distance of a celestial object is equal to that portion of the vertical circle which is intercepted between the centre of the object and the observer's zenith. It is always equal to the complement of the altitude to a quadrant, or 90 degrees.

EXPLANATION OF COMPASS TERMS.

Variation of the Compass is the angle between the True North and the Magnetic North. This difference or error arises from the Magnetic Poles not coinciding with the Terrestrial ones, and is due entirely to the influence of the earth on Magnetic Needles, which is the same at few parts of the world.

Deviation of the Compass is the angle included between the Magnetic North and the Compass North. This error is due to the disturbing influences of the iron of which the ship is built, as rudderposts, masts, chains, funnel, &c.; her position when building, her

cargo, or other causes within the ship.

Local Attraction is the error caused by some disturbing force outside the ship, and belonging entirely to the locality at which a ship may be—as mooring posts or chains, dock cranes, another iron vessel alongside, volcanic or magnetic influences, &c.

Heeling Error is the effect produced on the Compass by the heeling of an iron or composite ship, the angle increasing with the

amount of Heel.

Lectuay is the angle between the ship's course by Compass and the direction which she makes through the water, as shown by her wake.

Compass Course is the course steered by ship's Compass.

Magnetic Course is the Compass Course corrected for Deviation and Leeway.

The True Course of a Ship is the Compass Course corrected for Deviation, Leeway, and Variation.

EXPLANATION OF ASTRONOMICAL CHARACTERS.

0	The Sun.		Ceres.
(The Moon.	•	Juno.
Ř	Mercury.	\ \tau	Jupiter.
ð	Venus.	ħ.	Saturn.
(H)	The Earth.	, ji	Uranus.
ð	Mars.	l 🙀	Neptune

& Ascending Node.

੪ Descending Node.

SIGNS OF THE ZODIAC, &c.

- T Aries (the Ram), oo * Sextile, when two signs dis-8 Taurus (the Bull), 30° tant, or differing 60° in II Gemini (the Twins), 60° Longitude or Rt. Ascension. 25 Cancer (the Crab), 90° □ Quartile, when three signs distant, or differing 90° in Q Leo (the Lion), 120° W Virgo (the Virgin), 150° Longitude or Rt. Ascension. 8 Opposition, when six signs distant, or differing 180° in △ Libra (the Balance), 180° m Scorpio (the Scorpion), 210° # Sagittarius (the Archer), 240° Longitude or Rt. Ascension. v Capricornus (the Goat), 270° m Aquarius (the Waterbearer), × Pisces (the Fishes), 330° [300° N. North. Mins. of Arc. S. South. E. East. Secs. of Arc. d Conjunction, in the same deh. Hours. gree or sign, or having the same Longitude or Rt. Ascn. W. West. m. Mins. of Time Degrees. s. Secs. of Time. TERMS AND ABBREVIATIONS USED IN SHIPPING. A/c.—Account. E.E.—Errors excepted. E. & O. E. - Errors and omissions excepted. F.O.B.—Free on board. F.P.A.—Free of particular average.

 Inst.—Instant, present month. C/I/F.—Cost, Insurance & Freight.

 Prax.—Proximo, next month. Ult.—Ultimo, last month.

 D/D.—I ays after Date. M/D.—Months after date.

 D/S.—Days after sight. %—Per cent.

 @—At, to. P-Per. B/L.—Bill of Lading. Ad valorem. - According to value. Adjustment.—The settlement of a loss incurred by the insured. Adventure. - Goods consigned to a party to be made the most of. Agio. —The Premium borne by a better sort of money above an inferior. Appraise. - To value goods imported.
- Assets-A term for property and money in contradistinction to liabilities.

 Assurance. See Insurance.

 Average. A sacrifice made to prevent the total loss of a ship or cargo; an average of the loss insured for the benefit of all concerned, to be made good proportionately.

Award .-- The decision in arbitration.

Banco. - A continental term for bank money at Hamburg and other

places.

Barratry.—A fraudulent act on the part of the master or crew of a vessel, against the interest of the owners. Insurances are effected against barratry.

Bill of Health.—A certificate granted by Consuls and Customs Officers as to health of port.

Bill of Lading.—A master's acknowledgment and undertaking as to receipt and delivery of goods or cargo.

Bottomry.—Money borrowed on a ship's bottom or hull, to be repaid with interest if the ship return in safety, but if not to be lost or forfeited. Sometimes it is raised on the lading and master's personal security; see Respondentia.

Brokerage.—The commission charged by merchants and brokers for securing and transacting business for ships.

Charter Party.—A contract with the owner, agent, or master for the service of his vessel.

Consul. - The commercial representative of one country residing officially in another,

Credit, Letter of.—A letter written by one party to another, requesting the party addressed to advance the bearer or person named a certain sum of money.

Days of Grace. - Days allowed by law or custom for payment of Bills of Exchange (except those payable at sight or on demand) after specified day of payment; thus, when three days are allowed, as usual in England, a bill due on the 5th of the month is payable on the 8th.

Dead Freight.—The damage payable by one who engages to load a ship fully, and fails so to do.

Debenture.—An instrument of the nature of a bill or bond, by which a debt is claimable. May bear interest or confer some peculiar advantage. It is given at the Custom House to claim a drawback.

Derelict.—Goods cast away or relinquished by wreck or otherwise. Reductions in duty are also made proportionate to the

damage on them.

Deviation is a divergence from the voyage insured which may release the underwriter from his risk.

Drawback.—An allowance granted by Government to encourage exportation of an article, or a return of duties paid upon certain articles on exportation.

Discount.—An allowance made for money paid before it is due.

To discount a Bill is to buy from the holder the right to receive the money upon it when due.

Dunnage. - Articles used in stowing a cargo or trimming a ship. Embargo. —An order issued by Government to prevent vessels sailing. Flotsam.—Goods floating after a wreck. Jetsam are those sunk.

Lagan are those sunk but secured by a buoy.

Groundage.—Money paid in some parts for permission to anchor. Insurance.—A contract whereby, for a stipulated consideration, called a premium, one party undertakes to indemnify the other against certain risks.

Invoice.—A document enumerating goods sold from A to B. Where the goods are exported by A to be sold on his own account, the document is a specification, and not, strictly speaking, an invoice.

Lay Days.—Days allowed by charter for loading or unloading ships.

Lighterage.—The expense of a lighter or barge.

Manifest.—The specification of a cargo made out and signed by the master of a ship.

Policy.—A document containing the contract of insurance. A Valued Policy is when the interest insured is valued. An Open Policy is one in which the amount is left for subsequent proof. In an open policy, where the value shipped does not equal the value insured, the difference is termed over insurance; and the proportionate amount of premium returnable to the insurer is called a return for short interest.

Frimage.—A small allowance for the shipmaster's care of goods

now generally included in the freight. Pro ratd.—Payment in proportion to the interests concerned.

Quid pro quo.—Giving one thing for another. Respondentia.—A contract of loan by which goods in a ship ar hypothecated to the lender, as in bottomry.

Super Cargo. - A person sent with a vessel to dispose of its cargo to the best advantage.

EDUCATIONAL STANDARD REQUIRED BY VARIOUS MARITIME POWERS FOR MASTERS AND MATES.

France.	Holland.	Belgium.	Germany.	England.
Algebra	Yes.	Yes.	Yes.	No.
Geometry	,,	٠,,	,,	٠,,
Trigonometry	**	,,	,,	,,
Mechanics	No.	,,	,,,	,,
Physics	Yes.		i ,,	. ,,
Steam Engine	,,	,		,,
Languages	,,	,	,,	,,
Winds and Currents	**	, ,,	,,,	Yes.
Navigation		"	1 ,,	,,
Nautical Astronomy	,,	. ,,		•
,, Survey	,,	, ,,	i ;;	No.
Instruments	,,	, ,,	۱ ,,	Yes.
Observations	"	; "	,,	,,

AIR.

In its pure state air is composed as follows:-	-	
NitrogenOxygenOther components	21	do.
The percentage of oxygen varies as follows:—	100	
Sea-shore Mines Confine1 Houses	20'	50 do. 75 do.

Air travels in England in healthy years at the rate of about 4½ miles per hour, and in unhealthy years about 3½ miles per hour. Each adult inhales a gallon of air per minute, and consumes daily 30 oz. of oxygen. For the conversion of this oxygen a certain amount of food is required—say 13 oz. of carbon for a male and 11 oz. for a female—equivalent to 3lb. and 2½lb. of bread respectively.

THE POWER OF THE WIND.

Figures to denote the Force of the Wind.		POWER OF THE WIND as regards a well-conditioned Man-of-War or First-class Clipper Ship.	Rate of the Wind per Hour in Miles.
0 1 2 3 4 5 6 7 8 9	Calm	water	11 — 15 16 — 20 21 — 25 26 — 30 31 — 36 37 — 44 45 — 52 53 — 60 61 — 69 70 — 80

FORMULA FOR RECORDING STATE OF THE WEATHER.

В	denotes	Blue Sky, i.e. clear or hazy atmosphere.	U denotes Ugly, with a heavy appearance of the
С	,,	Cloudy — detached	weather.
		opening clouds.	v " Visibility of distant
D	,,	Drizzling Rain.	objects.
F	,,	Fog-FF Thick Fog.	w ,, Wet dew.
G	,,	Gloomy-dk. weather	. Dot under any letter, an extra-
н		Hail.	ordinary degree.
L	,,	Lightning.	By the combination of these
M		Misty or Hazy—so as	letters all the ordinary pheno-
		to interrupt the view	mena of the weather may be
0	,,	Overcast-i.e., whole	recorded with certainty and
		sky covered with an	brevity.
		impervious cloud.	BCM—Blue sky, with detached
P	,,	Passing Showers.	opening clouds, but hazy round
Q		Squally.	the horizon.
R	• • •	Rain-continuous rain.	GV-Gloomy dark weather, but
	••		
S	,,	Snow.	distant objects remarkably
Т	,,	Thunder.	visibl e.

USE OF INSTRUMENTS IN FORETELLING WEATHER.

On Barometer Scales the fol-And the following summary lowing contractions may be usemay be useful generally:ful in North Latitude: RISE FALL RISE FALL FOR FOR FOR FOR N. Ely. S. Wly. Warm, Wet, Cold, Dry, S.E.—S.—W. N.W.—N.—E. or or Dry or Less Wind. Wet or More Less More Wind. Wind. Wind. Except Wet Except Wet Except Wet Except Wet from from from from N.Eward. N. Eward. Cold Side. Cold Side.

In other Latitudes substitute South or Southward for North, &c.

Much inequality of atmospheric pressure or temperature, great depression or elevation of the barometer, sudden or rapid alternations, great falls of rain or snow—indicate more or less change, more or less wind, with its usual accompaniments, either in some places only, or throughout an extensive area of hundreds of miles, if not thousands.

Speaking generally, there is far less occasion to give warning of southerly storms by signal than of northerly, because those from the southward are preceded by notable signs in the atmosphere, by a falling barometer, and by a temperature higher than usual to the season; whereas, on the contrary, dangerous storms from a polar quarter (N.W. to N.E.) are sometimes sudden, and usually are preceded by a rising barometer, which is often misleading, especially when accompanied by a temporary lull, of perhaps a day or two, with an appearance of fine weather.



THERMOMETER.

THERMOMETER.

Fahrenheit, Réaumur, and the Centigrade Scales.

CNT.	FAHR.	RMR.	CNT.	FAHR.	RMR.	CNT.	FAHR.	RMR.	CNT.	FAHR.	RMR
1.9	- v										
99 98 97 96	212 210'2 208'4 206'6 204'8	80 79°2 78°4 77°6 76°8	59 58 57 -56	140 138°2 136°4 134°6 132°8	48 47°2 46°4 45°6 44°8	20 10 18 17 16	68 66°2 64°4 62°6 60°8	16 15°2 14°4 13°0 12°8	20 21 22 23 24	5'8 7'6 9'4	16 16'8 17'6 18'4 19'2
95 94 93 92 91	203 201'2 199'4 197'6 195'8	76 75°2 74°4 73°6 72°8	55 54 53 52 51	131 129°2 127°4 125°6 123°8	44 43°2 42°4 41°6 40°8	15 14 13 12 11	59 57'2 55'4 53'6 51'8	12 11'2 10'4 9'6 8'8	25 26 27 28 29	13 14'8 16'6 18'4 20'2	20'8 20'8 21'6 22'4 23'2
90 89 88 87 86	194 192'2 190'4 188'6 186'8	72 71'2 70'4 69'6 68'8	50 49 48 47 46	122 120°2 118°4 116°6 114°8	40 39°2 38°4 37°6 36°8	10 9 8 7 6	50 48'2 46'4 44'0 42'8	8 7'2 6'4 5'6 4'8	30 31 32 33 34	22 23'8 25'6 27'4 29'2	24 24'8 25'6 26'4 27'2
85 84 83 82 81	185 183°2 181°4 179°6 177°8	68 67°2 66°4 65°6 64°8	45 44 43 42 41	111'2 109'4 107'6 105'8	36 35 2 34 4 33 6 32 8	5 4 3 2	41 39 2 37 4 35 0 33 8	4 3'2 2'4 1'6 0'8	35 36 37 38 39	31 32.8 34.6 36.4 38.2	28 28'8 29'6 30'4 31'2
80 79 78 77 76	176 174°2 172°4 170°6 168°8	64 63°2 62°4 61°6 60°8	40 39 38 37 36	104 102'2 100'4 98'6 96'8	32 31.2 30.4 29.6 28.8	Zero 1 2 3 4	32 30°2 28°4 26°6 24°8	Zero o'8 1'6 2'4 3'2	40 41 42 43 44	40 41'8 43'6 45'4 47'2	32 32'8 33'6 34'4 35'2
75 74 73 72 71	167 165°2 163°4 161°6 159°8	50°2 58°4 57°0 56°8	35 34 33 32 31	95 93°2 91°4 89°6 87°8	28 27 2 26 4 25 6 24 8	5 6 7 8 9	23 21'2 19'4 17'6 15'8	4 8 5 6 6 4 7 2	45 46 47 48 49	49 50'8 52'6 54'4 56'2	36 36'8 37'6 38'4 39'2
70 69 68 67 66	158 156'2 154'4 152'6 150'8	56 55°2 54°4 53°6 52°8	30 29 28 27 26	86 84'2 82'4 80'6 78'8	24 23'2 22'4 21'6 20'8	10 11 12 13 14	14 12'2 10'4 8'6 6'8	8 8.8 9.6 10.4 11.2			
65 64 63 62 61	149 147'2 145'4 143'6 141'8	52 50'4 49'6 48'8	25 24 23 22 21	77 75°2 73°4 71°6 69°8	19°2 18°4 17°6 16°8	15 16 17 18 19	5 3'2 1'4 	12 12'8 13'6 14'4 15'2			

Zero Fahrenheit corresponds with minus 17'78 Centigrade, and minus 14'22 Réaumur.

WATER.

1 cubic ft. of water = 62½ lb. = 6½ gallons.
1 cubic ft. of sea water = 64lb. = 6½ gallons.
1 imperial gallon = 10lb. = 277 cubic inches.
224 gallons = 20cwt. = 36 cubic feet.
A column of water 12 inches high, 1in. square = '434lb.
A similar column, 1in. diameter = '341lb.
1 cylindrical foot = 4'9 gallons = '49lb.
An inch rainfall = 14½ million gallons per square mile.
Current requires minimum fall 1-10th inch per inch.

IMMERSION IN SALT AND FRESH WATER.

To find the difference of immersion or draught in salt and fresh water. If from salt to fresh, multiply the draught of salt water by 36, and divide the product by 35. If from fresh to salt, multiply the draught of fresh water by 35 and divide the product by 36.

Example:—Required the draught of a vessel in fresh water when drawing 20ft in salt water: $20\text{ft} \times 36 = 720 + 35\text{ft}$. = $20 5^{6}$ in.

Table of draughts worked out by the above formula :-

Fresh	to Salt.	Salt t	to Fresh.		
Water Mark in Fresh.	Would Draw in Salt.	Water Mark in Salt.	Would Draw i		
ft.	ft. in.	ft.	ft. in.		
24	23 4	24	24 81		
22	21 4	22	22 71		
20	19 5	20	20 6 1		
18	17 6	18	18 6 <u>i</u>		
16	15 6	16	16 5 1		
14	13 7	14	14 42		
12	τι 8	12	12 4		
to	o, 8∯	10	10 3		
8	7 9	8	8 2		
6	5 10	6	6 2		

DEPTH OF THE SEA.

	Yards d	lepth.	1	Yards d	epth.
	Average,	Max.		verage.	Max.
Atlantic	4,026	7,750	Irish		710
Pacific	4,252	9,310	English Channel	110	300
Indian		6,040	German	96	••
Arctic	1,690	5,300	Levant		••
Antarctic	3,000	3,950	Adriatic		••
Mediterranean	1,476	2,860	Baltic	43	• •

The Southern Ocean below Cape Horn reaches a depth of 5,500 yards, and off Cape of Good Hope, 5,700 yards. The average depth of the Bay of Biscay is 1,200 yards.

BEAUFORT NOTATION, FORMULA, AS USED FOR INDICATING THE DISTURBANCE OF THE SEA.

o Calm.	5 Rather Rough.
1 Very Smooth.	6 Rough.
2 Smooth.	7 High.
3 Slight.	8 Very High.
4 Moderate.	9 Tremendous

TIME, AT FULL AND CHANGE,

WHEN THE FOLLOWING LIGHTSHIPS SWING FROM FLOOD TO EBB.

NAME OF LIGHTSHIP.	L.	т.		LO		_	TI	ME	OBSERVATIONS.
			_' _			_		_	
Bahama Bank 5.	20	0 :	N 4	12	0	w	11	45	and high water.
Calsho: 50	48	40	Νi	16	45	w	10	25.	1st high water.
-	•	•					12	č	and high water,
Cardigan Bay 5	2 24	30 5	N 5	0	30	w	10	30	,,
Carnarvon Bay 5									**
Cockle 5	2 41	20	Νi	46	20	E	10	20	••
Corton 5	2 31	30 1	Νt	40	30	E	10	45	[then N.N.E. at 8
Dudgeon 5	3 Ĭ S	0	N O	56	Ĭ0	B	7	o	Turns Eastward at 7.
East Goodwin 5	1 13	0	N I	36	25	ĸ	ū	10	Uncertain.
English & Welsh Ground. 5									
Galloper 5	1 45	്ര	N I	55	50	ĸ	12	ັດ	· ·
Gull 5	1 i6	0	N t	28	25	E	0	13	
Gull 5 Hasbro' 5	2 48	0	N 1	36	õ	F.	ιó	30	
Helwick 5	1 31	0	N A	24	0	w	6	0	and high water.
Inner Dowsing 5	7 IO	20	s ó	34	20	E	7	0	Turns Eastwd. at 7, N.E.
	,			٠,			•		at o. N. N.W. at 12.
Kentish Knock 5	1 30	30	1 /	41	0	E	11	20	Slack lasts about 20 min.
Leman and Ower	ิจัธิ	30	N 2	்	20	F.	11	0	
Lynn Well 5	1	25	N o	25	10	E	6	20	
Morecombe Bay									and high water.
Nab 5									
Newarp	2 45	0	N I	53	ō	z	10	30	fout from Sheerness.
Nore 5	1 20	0	ĸ o	48	0	E	12	30	The last 2 hours ebb, se:s
North Goodwin 5	1 1á	10	N I	35	20	F.	10	ĩz	Uncertain.
Outer Dowsing 5	2 28	15	N I	2	40	ĸ	8	ő	Turns Eastward at 8.
Owers 5									
Royal Sovereign 5	0 42	40	Nο	26	50	E	10	45	Swings about 15 mins, be-
Seven Stones 5	0 7	50	× 6	4	30	w	- 5	75	and high water. (fore H. W
Shambles									
Shipwash5	2 1	30	Νī	23	ō	E	11	10	Slack lasts about 40 mins.
South Sand Head 5	ı o	12	N I	28	10	E	ā	0	Uncertain.
Spura 5									-
Sunk 5	J 50	40	NI	30	30	E	11	40	Slack lasts about 40 mins.
Tongue									
Varne									Uncertain.
	-)		•		,,	-	٠		

SPECIFIC GRAVITY OF DIFFERENT SUBSTANCES, COMPARED WITH WATER.

Liquids, &c.	TIMBER.		METALS.		
Water Sea Water Alcohol Olive Oil Turpentine Petroleum Wine Cider Beer Porter Gravel or Sand, abt. Granite	Cork Poplar Fir Cedar Pear Walnut Cherry Maple Ash Beech Mahogany Oak Ebony	24 38 55 61 66 67 72 75 79 84 85 106			

SPHEROIDAL TABLES,

Showing the Length of each Degree of Latitude in Statute Miles AND OF LONGITUDE IN MINUTES OF LATITUDE OR NAUTICAL MILES UNDER EACH PARALLEL OF LATITUDE.

			LATI	TUDE.								
Length of one Degree in Statute Miles.												
Lat.		Lat.		Lat.		Lat.						
o°	68.701	23°	68 [.] 8 [.] 0	46*	69:067	69° .	69.318					
1.	68.701	24°	68.819	47	69.079	70"	69.326					
2°	68.401	25°	68.838	48-	69'092	71°	69 333					
3°	68.705	26°	68.838	49	69 104	72°	69'341					
4	68.702	27°	68.848	50*	69 116	73°	69 348					
5°	68.400	28*	68 8 58	51	60 128	74	69 335					
6°	68'711	20	68.868	52	69'140	75	69.361					
3°. 4°. 5°. 6°. 7°. 8°.	68.41	30	68 [.] 879	53°	69'152	76"	69:367					
8*	68.717	31	68.880	54	69'164	77.	69.373					
•	68.431	32	68 900	55	69'176	78"	69:378					
9.	68.72	33	68.013	56"	69'187	79"	69 383					
11°	08.720	34	68.023	57"	69,198	Bo"	69.387					
12*	68'734	3.5	68.934	58"	60,310	Br"	69 391					
13° 14° 15° 16°	68 739	36	68 946	59"	60,551	82*	69.395					
14	68.745		68 953	60"	69'231	83"	69.398					
15.	68.751	37	68 970	61"	69'242	84"	69 401					
16'	68.757	39"	68.982	620	69.252	85"	69 403					
17°	68.764	40	68 994	63°	69.263	86°	69:405					
17°	68 771	41	69 006	64	69.272	87"	69 407					
19°	68.778	49"	810.69	65°	69.482	88*	69.408					
30.	68.786	49"	69.030	66°	69.291	89"	69,409					
21°	68'794	7.7	69'042	67°	69,300	90"	69,400					
22	68.801	774	69.055	68°	69,309	30	cy 409					

			Long	ITUDE.								
	Length of one Degree in Nautical Miles.											
Lat. 1 2 3 4 4 5 6 6 7 8 9 10 11 12 13 14 15 16 17 18 18	60 410 60 400 60 373 60 326 60 261 60 177 59 954 59 954 59 958 59 97 58 39 58 59 58 59 58 59 58 59 57 737 57 737 57 7416	Lat. 23°, 24°, 25°, 28°, 30°, 31°, 33°, 33°, 34°, 36°, 39°, 44°, 44°,	55 550 55 125 54 684 54 225 53 751 53 259 52 751 52 228 51 688 51 133 50 503 49 976 49 375 48 127 47 181 46 821 46 146	1.46 47 48 49 50 53 53 53 55 56 57 56 61 62 63 64	41'817 41'050 40'270 38'676 37'861 37'035 36'198 35'350 34'492 33'623 34'492 33'623 34'745 31'856 30'958 30'051 20'132 47'278	Lat	21 521 20 538 19 548 18 553 17 553 16 547 15 536 14 541 13 502 12 478 11 451 10 421 10 421 10 388 8 352 7 313 6 272 5 290 4 186					
18' 19' 20' 21' 22'	57'416 57'077 56'722 56'348 55'958	41 42° 43° 44° 45°	45 459 44 757 44 042 43 313 42 571	65" 66" 67" 68"	26'337 25'388 24'432 23'468 22'498	87° 88° 89° 90°	0,0 1,0 3,1					

LIGHTHOUSES.

To find the height at which a Light should be put above the sea level to show a given number of miles :-

Multiply the number of miles by itself, and by 4, and divide the product by 7. Thus, a lamp required to show ten miles--10 × 10=100 × 4=400

55# feet. Should be 55# feet high above the sea level.

SCALE FOR VICTUALLING MERCHANT VESSELS AT SEA. 35

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VICTUALLING MERCHANT VESSELS AT
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Sungritures	To of Coffee	Cocoa, or	may be sub-	stituted for	Butter		Pork, or Pre-	served Roast	Beet,	Flour equal	to each other	1 oz. Sugar for	perserved	Potatoes	equal to 1 lb.			_	-	Call	7 14	4			2
SUBST		Coco	may	Stitu		edua	Pork	Serve	Beet,	Flou	to ea	oz. S	lb. P	Pot	equa				Lime	02,	-	н,		н н	1
Water	_	Cell	-0-1	n-ds		b-61	34	alls.	-	_	-	80	-	-	165	80			-	Plat.	+				+
-	Juice.	old old old old old old old old old old	312	S U	o tta	pee	7			un t		10			19				Vegetbls.	lbs.	*			3	-
_	_	ek j					-en	Pints.	+	20	11	13	17	61	24	56			£2	SQ.	*				+
Museuch Vincent	-	dra	22.00	10	4 -2		-	16 0	. +	10		200	1	6		9	REW		Fruit	02.	9				c
N.	, m	5 N	_	_				200	_			-		61		-	FOR CREW		Flour, Peas Rice Tea, Coffee, Sugar, Molassea. Fruit.	ď			-		*
Course Course	Jing '53	ğ'4	23,4	(13	d .d	11 1	-	=	00	E	-	20 20	-	-		11.4 52		-	Sugar, N	70	nu qu	the r			1
nd long	60.	8				- I	34	ID.		-		0,0			IO	-	(BEEF)	-	coffee.	.20	breb	i-bi-	bu-les	-	34
Team	Tobacco.	3-4	-14-1	14-14	-	14-14	2	ig 4		in o	· de	00	3	+	* 5	8	ESH	-	Tea.	0.20	-		10-14		11
1	Oldsbes	20	ce		CV .		+	Ibs.	- CV	2	245	24	0	10	13	134	H F	-	eas Rice	lbs. lbs.	-		98 1	-40	*
	Bariey.	Box.	-		4	ev.	I	lbs.	+00	E .	6	9 9	34	39	44	23	(WITH FRESH	-	Flour, P	Ibs. I	**		-01		1.0
	Long.	Pint		-64	-		4	Pints	nio	01	100	400	500	90	N 100	381	SCALE	-	Bread.	lbs				H H	1
	Flour.	Ibs.	-in	1	-h			lbs.	. 0	5	- 61	98	34	39	47	23	Y SC	10	Salted Pork,	lbs		-		*	90
7	Dread	Ibs	н 1		H .	- 14	7	100	28	8.8	130	180	240	970	330	360	DIETARY	Without Butter	Salted Beef.	Ibs.	14	-	7	'n	4
Butter.	Salted Pork,	1	#	+1	1.	*	38	lbs.	38	24.0	8	96	129	145	177	193	DIE	With	Bid. Beef and Soup & Bouill.	Ibs.	ri-		104		1.4
IS	Sa	_	-	70	T C	THE P	9	Ibs.	2 00	77	120	15 S	908	232	283	-		-	Salted Pork.	lbs.		ni+	Ē	414	119
er.	Salted Pork.	1	104	eire	B	•	C	Ibs	19	30,00	485	588	78	873	107	117			Salted S Beef, 1	Ibs.	-	,		*	
With Butter.	Salted ir. Beef.			-	н		*		30	_	_		_		198 x	-		With Butter	Bid. Beef S.	Ibs.	ri-		124		41
	Butter.			00 00	n	* 68		=	7	117	_	_	_	-	41	-			Butter, an	02,	01 0		D	0 0	- 71
FOR	MAN,	Days.	M	8 ×	Ä,	4 00	For twk.	For	30 dys.	8	1 051	180 11	240	270	330 ::	900		1	MAS B)ys.	RZ	4	2 5	F.4	1

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	Water	d	4
100	Lime	N	7
	Vinegr.	Plut.	+
	Vegetbls.		-
	Potatoes	ă**	+
0.0	Fruit	9 24	c
	Molasses	y	*
	Sugar.	2~~~~	-
-	Coffee,	N	34
-	Ten.	§	17
	Rice	Dè.	+
	Peas	40 40 40 40 40 40 40 40	I
	Flour.	<u>*</u> + +	1.1
	Bread.	ğ	4
er	Salted Pork,	g 7 7 7	20
Without Butter	Salted Beef.	<u> </u>	4.9
With	Bld. Beef and Soup & Bouill.	d == ==	1.4
	Salted Pork,	By no es	1.0
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With Butter.	Bid. Beef and Soup & Bouilb.	g n+ n+	1.6
	Oxe Butter.	20000000	14

THE VICTUALLING OF SHIPS.

(THOMAS GRAY, ESQ., C.B.)

1. Scurvy has been on the increase in British ships since 1873.

2. Lime-juice, of itself, will not prevent scurvy, and too much reliance is placed on it, to the neglect of varied food scales.

3. Lime-juice, in connection with fresh or preserved meat and vegetables,

may prevent scurvy.

4. The dietary scale of ships should therefore include a fair proportion of fresh and "preserved" meats, as distinguished from "salted" meats.

5. More fresh vegetables should be carried, notably raw potatoes. No

5. More fresh vegetables should be carried, notably raw potatoes. No satisfactory reason is given why fresh potatoes cannot be carried on board British ships. The allegation that they will not keep good on board ship is clearly disproved by the fact that they do keep on board United States ships, and will keep for a fair time anywhere else.

6. It is not at present desirable to insert a statutory scale of diet in the articles of agreements with crews serving on long voyages; though it may possibly be necessary hereafter, unless the shipowners themselves

move in the matter.

LIST OF PORTS AND PLACES WHERE SHIPS ARE SWUNG.

Names of Firms at each Port who arrange for Adjustment of Ships' Compasses for Deviation.

ABERDEEN.	Berry & Mackay, Marischall-st., Aberdeen.	In Bay.
Barrow.	F. A. Palmen, The Observatory, Barrow.	In Dock or in Channel.
BELFAST.	F. M. Moore, 102, High-street, Bel'ast. S. D. Neill, Donegal-place, ,,	Spencer Basin or in Lough,
BRISTOL.	W. Langford & Son, 53, Broad Quay, Bristol. C. W. Price, 1, "," H. J. Blair, 45, Princes-street,","	In Dock or in King Roads
CARDIFF.	T. L. Ainsley, James street, Docks, Cardiff. B. Biggs, 64, Bute-street, "," "," H. J. Thatcher, 107, Bute-st., "," W. Weichert, Vienna Chambers, Bute-st., ", T. J. Williams, 2, Bute-place, Docks, ",	In any Dock available, by permission of Dock Mas- ter, or in Penarth Roads.
COWES.	P. Atkey & Son, 29, High-st., West Cowes.	In Solent if under steam, or at private Buoys; fee, 10/6 to Harbour Master.
DUBLIN AND OTHER IR. PORTS.	J. Eshelby, 5, Eden Quay, Dublin. F. M. Moore, 23, ,, ,,	Pond, and at Kingston,
Gt. YARM'TH.	Mayston & Son, South Quay, Gt. Yarmouth. Day & Hawkins, Broad Quay, ,,	In Roads.
CRIMSBY.	C. H. Bogen, Hamilton-st., New Clee, G. Grimsby J. F. Lundy, Fish Dock-rd., Grimsby Docks. O. T. Olsen, ""	At Sea or in Roads.

HARTLE- POOLS.	G. Berry & Son, 63, Church-st., W. Hartlepool A. Harris, 3, Church-street, Emerson, 5, George-street,	In Dock available or at sea.
	G. F. Berry, Northgate,	
Homber District.	B. Cooke & Son, 44, Saville-street, Hull. Castle & Pagan, Commercial-road, Newton Brothers, Princes Dock, W. T. Parrott, Albert Dock,	In River, White Boote Rds., Grimsby Rds., or at sea. Weather or ship's draught renders tug necessary.
LIVERPOOL.	T. Bassnett & Co., 10, Bath-street, Liverpool. J. Bruce & Son, 26, Wapping, Chadburn & Son, Waterloo-road, Frodsham & Keen, St. George's-crescent Graham & Parkes, 42, Canning-place W. Gerrard, 25, South Castle-street, D. M'Gregor & Co., 72, "	In River or any Dock available. The outer walls of the Docks were marked about 1568 with the degrees for ressels adjusting in the River. Allowance now to be made for the difference in variation.
Lendon (Thames Bistrict).	Bryer & Son, 104, Minories, London. T. Hemsley & Son, King-st., Tower-hill, Henry Hughes & Son, 59, Fenchurch-st., J. Imray & Son, 89, Minories, Lilley & Son, London-street, D. M'Gregor & Co 57, Fenchurch-st., Norie & Wilson, 156, Minories, J. D. Potter, King-street, Tower-hill, James Pyott, 74, W. India Dock-road, Reynolds & Son, 32, Crutched Friars, W. H. Rosser, 14, America-square, F. Wiggins & Sons, 10, King-st., Tower-hill,	At Greenhithe. Three sets of Buoys placed by the Thames Gonservancy. No charge for Buoys. Tug usually employed, but not always necessary.
MIDDLESBRO'	W. Pickering & Co., Docks, Middlesbro'.	In River or at Sea.
NEWPORT.	C. & E. Williams, 56, Dock-st., Newport, Mon.	In Dock or in Newport Rds.
PLYMOUTH.	F. Smith, 48, South-side-street, Plymouth.	In the Sound or in Dock.
SOUTH- AMPTON.	J. B. Thomas, High-street, Southampton. John Grose, 32, Oxford-street,	In River, at Sea, or any place available.
SUNDERLAND	C. Hutchinson & Co., Norfolk-st., Sunderland. J. Morton, Savill-place, East, J. W. Plumb, Bridge-crescent, J. J. Wilson, 19, Hudson-road, ,,	Generally at Sea, or in Dock when weather is too heavy
Swansea.	B. R. Cousens, 20, Wind-street, Swansea. J. Webber & Son, 104, Oxford-street, ,,	In any Dock available or in the Bay. No charges in Dock
		In Gourock Bay or Tail of the Bank. Usually done at Garelochhead, where Buoys are placed by Clyde Trustees. Charge for use of Buoys. Tug usually.
THE FORTH.	Matheson, 47, Shore, Leith. D. Stalker, 6, Commercial-street, ,,	In Granton Harb'r or Leith Roads. Power on board.
THE TAY.	P. A. Feathers & Son, 43, Dock-st., Dundee.	In any Dk.available, Notug
THE TYME.	W. Hutchinson, Corstorphinetewn, ,, J. Morton, Mill Dam, Wilson & Gillie, New Quay, North Shields. W. H. Moralee, Union-street, ,,	At sea off Tyne entrance. Bearings from objects on shore, or by sun.
	G. Lowther, Quay, Newcastle-on-Tyne.	1

TABLE,

Showing the dimensions of the Common Links, Weights and Scale of Proofs for Chain Cables supplied for Her Majesty's Navy.

			••			
	соммом	LINKS.	Stan Bias	Weight of	W-:-L	Which is
Diam. of Iron.	Mean length 6 diam. of Iron not to exceed 1 of a diam.	3.6 diam. not to ex-	not to exceed	8 lengths, 1 swivel, 8 shackles, not to exceed	Weight to be proved to	equal to lbs. per circular
in.	in.	in.	oz.	cwt. gr. lb.	Tons.	lbs.
41	27	16.3	318'937	972 0 0	218.7	378
	24	14'4	224	768 0 0	201.6	441
4 33 33 33 22 22	21	12.6	150	588 0 0	176.4	504
3		11.4	120'148	507 0 0	161.6	535.2
3	194	10.8	94'5	432 0 0	145.8	567
21	16	9.9	72.789	363 0 0	129.3	598.5
2	15	9.0	54.69	300 0 0	112	630
2	141	8.55	47.5	270 0 0	101	
2 2 2 2 2	13	8.1	40'	243 0 0	OI P	
	12	7.65	33 584	216 0 0	811	
2_	12.	7.2	28 o	192 0 0	72.	` ···
1	11	6.75	23.0	168 0 0	63	
13	10	6·3	18.76	147 0 0	55	1
1	91	5 05	11.81	126 0 0	47	
1	1 %	5'4			40	•••
1	21	4 95 4 5	6 8 3 6	1 90 0 0 . 75 0 0	34 281	
11	81 71 61	4.05	4.983	6030	222	1
î	6	3.6	3.5	48 0 0	18	
1	51	3.12	2.344	36 3 o	13	1
1	44	2.7	1.473	27 0 0	10	
łł	44	2'475	1'137	22 2 21	81	
ŧ	3	2.5	854	! 18 3 o	7	
14	31	2 025	.622	15 0 21	51	
	3.	1.8	437	12 0 0	41	
74	2	1.272	293	9 0 21	3 3	<u> </u>

ADMIRALTY CRANE CHAIN.

Close linked for Rigging, Cranes, &c., extreme length of link not to exceed 5 diam., and to be proved by a Proving Machine.

in.		1	in.		-	in.		
th diam.	••••	31 tons	diam.	•••••	9} tons.	√a diam.		2} tons.
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ta ,,	•••••	104 ,,	Ŧ ,,	••••	3 ,,	1		

FORMULA FOR SAFE LOAD ON CHAINS (WORKING LOAD).

D = Diam. in 1 the of an inch.
$$W = \text{Safe Load in tons.} \qquad D = \sqrt[4]{8 \cdot W}$$
Thus in \(\frac{3}{4} \) in. Chain, D = 6
$$W = 6^{9} = 36$$

$$8 = 4\frac{1}{2} \text{ tons.}$$

$$D = \sqrt[4]{8 \cdot W} \text{ or } \sqrt[4]{8 \cdot 4\frac{1}{2}} = \sqrt[4]{36} = 4\frac{1}{2} \text{ tons or } \frac{1}{2} \text{ tons of an inch-}$$

REMOVAL OF WRECKS.

The "Wrecks Removal Act," 1877, gives powers to the Local Harbour Authority at every port to clear away any wreck forming an obstruction, in default of the owner's proceeding to do so, and to re-imburse itself from the sale of any materials recovered, either of the ship or of its cargo. Where there is no local authority, the lighting and buoying authority is to have jurisdiction, and the same powers of removal, re-imbursing itself in the same manner.

As, however, the expenses of recovery of the materials of an iron ship greatly exceed the value of the materials when recovered, certain of the principal harbour authorities have applied for, and have obtained, further powers, and the Thames and Humber Conservancies, the Mersey Harbour Board, the Clyde Lighthouse Trust, and the Commissioners of Cork and of Waterford Harbours, have, with some others, power to enforce payment by the owners of a wrecked ship of all expenses incurred in the removal of the obstruction.

The "Wrecks Removal Act," 1887, has been amended by the "Wrecks Removal Amendment Act," 1889, which extends the

meaning of the word "obstruction" in the former Act-

In France, the measure of liability is now limited to the value of the ship and cargo. By abandonment of these the owner of a vessel wrecked in French waters escapes all further liability to the Government.

STANDING RULES FOR STEAM VESSELS AT SEA.

Officer of the Watch to keep his look-out on the Bridge, not leaving it except when necessary. At night he will be careful to see, from time to time, that the side and masthead lights are burning brightly, and kept trimmed; that the look-out man is at his post, and that the Ship is steered her course. Where an order book is not kept, the course given to be marked on the Log-slate (which should always be kept in the Chart-room), the Officer relieving to examine same before taking charge. The bearing of the North Star to be noted frequently and entered in the Log, with the direction of the Ship's head at the time of observation. Amplitudes never to be All courses given are by the Bridge or Standard Comneglected. pass. The Officer in charge of the Deck to observe if any change or difference takes place between any or either of the Compasses, i.e., more than usual, if so, call the Master. Log to be hove every two hours, if Patent Log is towing it should be verified by common Log. Barometer registered every four hours, and to be frequently noted during unsettled weather. Masters and Officers are respectfully requested NEVER to forget the three L's-LATITUDE, LOOK-OUT, and No Chart-room ought to be without Celestial Maps hung up.

The Master, when leaving the Deck for rest, shall see that Chart is on the table for the use of the Officer in charge, with instructions to be called on all occasions of doubt.

Pump wells to be sounded by Carpenter at 8 a.m. and at 8 p.m., and to be reported to Chief Officer who reports same to Captain previous to making eight bells; and wells to be sounded not less than once in four hours during bad weather, any unusual quantity of water to be reported to Captain and Engineer of watch. Carpenter to note soundings on the board (where one is kept) in addition to verbal report. Officer of the watch to report changes of weather, particularly so in cases of fog, heavy rains and haze, a large number of Ships, or anything unusual connected with the Ship, such as thick volumes of smoke going right ahead, so that the course may be altered if prudent to do so.

Watch on deck to be kept round the wheel-house, so as to be ready for Officer's orders, and save him from leaving the Bridge to look for the hands.

Master, Officers, and Carpenter to see that all Steering Gear is in

working order.

Chief Officer to see that the Forecastle is cleaned out at proper times; also to see the Winches are always in working order.

Carpenter to work all Sluice Valves once a week, and as a rule keep them closed at sea, except when wanted to run water to Engine-room.

Carpenter to look after all Tarpaulins and Wedges for Hatchway Battens, and during fine weather the ventilator covers are to be taken off, and one hatch from each hatchway, and to be closed again before dark. Chief Officer to see that the coal trimmers keep the grating on bunker holes, and put covers on every evening coming in dark; any neglect of this to be reported to the Chief Engineer.

The Ash Shoot is to be used for the purpose of keeping the Ship clean.

GENERAL RULES TO BE OBSERVED ON BOARD SHIP IN PORT OR AT ANCHOR.

The Officer to see that the Anchor Lamp is burning brightly before leaving the deck. Deck never to be left without a look-out.

Chief Officer has general charge, and will see that a proper account of Cargo and Stores is kept both in taking in and discharging, and also see that the Carpenter looks at limbers, and sees that the pumps are all clean and tank cocks in working order, and all scuppers clear in 'tween decks before cargo is stowed there; the Chief Officer to see the Shackles of Chain Cables are in working order (White Lead will be found the best thing for this purpose). Wood Pins (American Elm is good for pins).

Second Officer, and also Third, will be under directions of Chief,

either to tally cargo or to look after holds, and, if necessary, to keep a hold book. Ship never to be left without an Officer on board except in Harbour or Dock, and not then until the Watchman takes charge, and Watchman not to leave until one of the Officers comes.

Any suggestions for further information will be appreciated. JAS. HENDERSON, 45, West Sunnyside, Sunderland, British Shipmasters' & Officers' Protection Society.

AIDS TO MEMORY, IN RHYME.

By Thomas Gray, late Assistant Secretary, Board of Trade.

Two Steamships When all three lights I see ahead, I port my helm and show my RED. Two Steamships GREEN to GREEN or RED to RED-Passing Clear. \Perfect safety-go ahead!

Two Steamships Crossing.

NOTE .- This is the position of greatest danger; there is nothing for it but good look-out, caution, and judgment, with prompt action.

All ships must keep a good look-out, and steamships must stop and go astern

if necessary.

If to my Starboard RED appear, It is my duty to keep clear-To act as judgment says is proper— To Port-or Starboard-Back-or Stop her. But when upon my Port is seen A Steamer's Starboard light of GREEN, There's naught for me to do but see That GREEN to Port keeps clear of me.

TABLES OF FREEBOARD.

INSTRUCTIONS TO BOARD OF TRADE SURVEYORS.

The Board of Trade have received the report of the Loadline

Committee, and the tables and rules annexed thereto.

The Board of Trade accept the conclusions of that Committee as to loadlines as shown in the report and in the tables and rules, and have furnished their officers with copies. Copies can be obtained by the public at large from the agents for the sale of Stationery Office publications, and through any bookseller.

The Board of Trade do not propose that their officers shall detain as overloaded any cargo ship on which the loadline is marked so as to give the freeboard assigned to her by those rules and tables, and

which is not loaded beyond the limits prescribed therein.

As proof that the loadline on a ship is marked in accordance with these rules and tables, the Board's staff at the outports will receive the certificate of Lloyd's Register Committee where a loadline has been assigned by that committee, or the certificate of the Board of Trade where a loadline has been assigned by the Board of Trade. In future, the Board of Trade do not intend to assign a loadline for any ship classed in Lloyd's Register Book. In the case of ships not classed, or classed elsewhere, the Board will continue for a time, as heretofore, to assign loadlines on the application of the owner in due course, and accompanied by full particulars of the ship.

The Board of Trade, in making this announcement, desire to point out, for the information of all persons having the command or management of ships, that those rules and tables give minimum free-boards applicable for ships of the highest class only, and that no ships other than ships of the highest class are to be loaded so deeply

as those rules and tables admit.

Ships to which a freeboard has been assigned by the Committee of Lloyd's Register, or by the Board of Trade, will, like other ships, be liable to detention, if, having regard to the time of the year, and the voyage, they are loaded more deeply than the rules and tables admit, and ships to which freeboards are not assigned will receive

the particular notice of the staff so far as is possible.

Whilst the Board of Trade staft will by this arrangement be greatly relieved of the responsibility for the depth of loading of ships generally, it will be the duty of the Board itself in each case submitted to the Wreck Courts to instruct their solicitor to raise the question of loading whenever it may appear that deep loading may have contributed to the loss of the ship, and it will also be the duty of the Board of Trade if in any such case it should hereafter appear that a ship was loaded more deeply than the tables allow, looking to the age, character, class, and employment of the ship, to make the owner and the person responsible for the loading of the ship a party to the case, and to ask for the opinion of the court on his conduct.

T. H. FARRER, Secretary.
THOMAS GRAY, Assistant Secretary.
Board of Trade, Marine Department, August, 1885.

LOADLINE TABLES.

REPORT OF THE LOADLINE COMMITTEE.

[EXTRACT.]

To His Grace the Duke of Richmond and Gordon, K.G., &c., President of the Board of Trade.

MY LORD DUKE. The questions put to us were-

"I. Whether it is now practicable to frame any general rules concerning freeboard which will prevent dangerous over-

loading without unduly interfering with trace.

'2. If so, whether any, and which of the existing tables, with any, and what alterations, or any other, and what tables

should be adopted.

"3. How far any such tables can be adopted as fixed rules, and what amount of discretion must be left to the Officers who

have to see that they are complied with." As the result of our prolonged consultations and labours we have unanimously arrived at the following replies to the questions before

recited, viz.:—

1. We are of opinion that it is now practicable to frame general rules concerning freeboard which will prevent dangerous over-

loading without unduly interfering with trade.

2. We have the pleasure to submit herewith tables which we

consider should be adopted.

We are of opinion that these tables can be adopted, at least of all existing types of cargo vessels, and for some years to come, without the exercise of any other discretion on the part of the officers who have to see that they are complied with, than that which concerns the quality and condition of the ship. The free-boards assigned by the tables herewith are suitable for vessels of the highest class in Lloyd's Register or of strength equivalent thereto, and should be increased for ships of inferior strength.

To the responsible authorities a large discretion must be allowed, viz.: that of applying the tables themselves with reasonable modifications to any very exceptional vessels which may now exist or may

hereafter be constructed.

For, careful as we have been to give full consideration to all actual types and sizes of vessels, we cannot but admit that undue interference with trade might occasionally arise were the tables to be applied henceforth to all ships, present and future, without any exception whatever. We are well aware that the discretion which we thus regard as necessary is such as should be exercised with very great skill, care, and judgment, but we see no reason why those charged with the responsible duty of preventing the overloading of merchant ships should not have at their command all needful assistance.

The tables submitted herewith are of the same general form as those hitherto adopted by Lloyd's Register Office, and, like them, involve the reservation above water of a regulated minimum percentage of the total buoyancy. At the same time these tables secure a sufficient height of deck above water to which the Board of Trade advisers have justly attached much importance. views of the Board of Trade advisers concerning the value of forecastles, poops, and like deck erections, and the necessity for a liberal amount of freeboard in flush-decked vessels which are deprived of such erections, have likewise received our careful attention, and have had their due influence upon the tables submitted herewith. The same may be said with reference to the freeboards assigned to vessels of extreme proportions and to vessels of very fine forms. The Board of Trade distinction between winter and summer freeboards has likewise, after the fullest consideration, been adopted.

The tables as now submitted involve only such limited modifications of the freeboards assigned by the latest tables of Lloyd's Register Office as Mr. Benjamin Martell is able to freely accept and cordially concur with. The same may be said of the extension of the tabular forms by the addition thereto of corrections for changes of length and for voyages in summer and in the North Atlantic in winter.

In the tables submitted the definitions of length, breadth, depth, sheer, round of beam, and freeboard have undergone revision.

The changes introduced have been made for the purpose of simplifying the assignment and marking of freeboards, and although they modify in one or two points the directions of the fourth section of the Merchant Shipping Act of 1873, and may therefore render legislation necessary, the measure required would be of so brief, simple, and non-contentious, a character as to render its passage

It will be observed by the tables that they refer exclusively to cargo-carrying vessels. E. J. Reed (Chairman), W. Denny, Robt. Duncan, James Dunn, Frans Elgar, Thomas Gray, William Gray, James Laing, B. Martell, Digby Murray, T. B. Royden, Thos. Sutherland, Reginald Bingham (Secretary).

Explanation of the following Tables of Freeboard for the various Types of Steam and Sailing Vessels.

In the following tables the word Freeboard denotes the height of the side of a ship above the waterline at the middle of her length, measured from the top of the deck at the side, or, in cases where a waterway is fitted, from the curved line of the top of the deck continued through to the side. The freeboards and the corresponding percentages of reserve buoyancy necessary for flush-deck steamers not having spar or awning decks, for awning deck steamers, and for flush-deck sailing vessels, are given in Tables A, C, and D for vessels of these classes and of various dimensions and proportions. The freeboards necessary for spar deck steamers are given in Tables B. The latter are determined by considerations of structural strength, and they denote the limitations to depth of loading which are thereby imposed upon first-class vessels of this type. The freeboards and percentages of reserve buoyancy thus obtained being in excess of what would otherwise be required, the amounts of such percentages are not given in tables B.

The exact freeboard required for a given ship belonging to any of the classes comprised in Tables A, C, and D, may be calculated by constructing a displacement scale to the height of the deck to which the freeboard is measured, so as to give the whole external volume up to the upper surface of that deck. The percentage of the total volume which is given in the tables as the reserve buoyancy for a vessel of given type and dimensions will be the amount of volume that must be left out of the water. If a water-line he drawn upon

the displacement scale aforesaid to cut off the given percentage of total volume, the height of side above this line will be the freeboard required.

In order to simplify and reduce the work that would be involved by the above mode of determining the water-line and the consequent freeboard, that correspond to a given percentage of reserve buoyancy, an approximate method is adopted in the following tables, which enables the freeboard of a vessel to be calculated with a sufficient degree of accuracy for all ordinary working purposes. The use of this method not only saves the time and labour that would be involved by making a complete displacement scale for the whole external volume of a ship, but, what is much more important, it makes the tables easily and directly applicable in cases where such a displacement scale for a vessel is not at hand, or where the data

requisite for constructing one is not procurable.

In this approximate method the form of the ship is taken into account by means of proportionate quantities, which are termed coefficients of fineness, instead of by the exact volumes that a displacement scale would give. It is found that the whole internal volume of a ship as measured for register tonnage divided by the product of the length, breadth, and depth, measured as described in the following clauses 1, 2, and 3, gives a fractional quantity or coefficient which bears a nearly constant relation to the quantity that would be obtained by dividing the whole external volume below the upper surface of the deck by the product of the length, breadth, and depth. This fractional quantity is called the "coefficient of fineness" for freeboard purposes; and it serves the same practical object, when combined with the dimensions of the ship in the manner explained in the tables, as the volume itself would do.

In applying such an approximate method as the above, it is necessary to connect the coefficients of fineness given in the tables with a standard sheer and round of beam. The standard scales for sheer and round of beam that have been adopted for this purpose are given in clauses 16 and 17 hereafter. Descriptions are also there given of the corrections that should be made for deviations

from these standard amounts.

The freeboards given in the tables are for flush-deck vessels in all cases. Such reductions in freeboard as may be allowed for deck erections of various kinds and sizes in steamers not having spar or awning decks, and in sailing vessels, are described in paragraphs 11, 12, 13, 14, and 15.

No reduction of freeboard should be allowed on account of deck

erections in spar-deck and awning-deck steamers.

Tables A and D give the minimum freeboards for first-class iron and steel vessels, the strength of which is at least equal to the requirements of the IOOA class in Lloyd's Register for three-deck and smaller vessels. The freeboard of all other iron and steel vessels, classed or unclassed, should be regulated by the same standard; the increase of freeboard required in each case being determined by the limit at which the stress per square inch upon the material of the hull amidships shall not exceed that of the standard class, of the same proportions, form, and moulded depth, when loaded to the free-boards required by Tables A and D. Tables B and C give the free-boards for vessels built in accordance with, or equal to the requirements of Lloyd's Register for the spar and awning deck classes; and are subject to the conditions just stated for any modifications of

strength in excess or diminution of the requirements of their respect tive classes.

1. Length. The length of the vessel is measured on the loadline from the fore side of the stem to the aft side of the stern post in sailing vessels, and to the aft side of the after post in steamers.

2. Breadth. The breadth used in obtaining the coefficient of fineness is the extreme breadth measured to the outside of plank or plating as given in the Register Book, or on the certificate of the

ship's registry.

3. Depth of Hold. The depth used in obtaining the coefficient of fineness is the depth of hold as given in the Register Book, or on the certificate of the ship's registry. This dimension is subject to modification in determining the coefficient of fineness as explained in clause 4.

4. Coefficient of Fineness. The coefficient of fineness in one, two, and three deck and spar-deck vessels, is found by dividing 100 times the gross registered tonnage of the vessel below the upper deck by the product of the length, breadth, and depth of hold. In awning-deck vessels the registered depth and tonnage are taken below the main deck.

(a) It is of importance in the application of the rules and tables of freeboard that the coefficient of fineness deduced from the under-deck tonnage, and the principal dimensions should be a correct index to the vessel's relative fulness of form, and that a change in any of those elements which affect the coefficient, determined in accordance with the rule set forth should be considered, and the necessary correction, having regard to the special circumstances of the case, introduced. Among the cases that have from time to time come under notice are the following:—

(b) Vessel having a cellular bottom throughout, or floors of greater depth than those usually fitted.—In such a case the coefficient as determined from the under deck tonnage is in most instances slightly greater than it would be if the vessel were framed on the ordinary transverse system with floors of the usual depth. No general rule can be given for guidance, but it is not difficult, if the depth and slope of the top of the cellular bottom or floor be compared on the midship section with the depth and slope of an ordinary floor, to determine

very closely the amount of the correction necessary.

(c) Vessels constructed with floors of the ordinary kind, but with a cellular bottom for a part of the length amidships under the engines and boilers.—In such a case the registered underdeck tonnage is smaller than it would be if the vessel were framed with ordinary floors throughout, the difference being the tonnage of the space between the top of the cellular bottom in the part amidships, and the level of the ordinary The depth of hold is also measured by the Customs officials to the top of the cellular bottom, and this depth is in-Under such circumstances, in order to serted in the register. arrive at the coefficient of fineness the vessel would have, if built on the ordinary system throughout, and for which the tables are framed, the tonnage of the volume between the top of the cellular bottom and the level of the ordinary floor should be calculated and added to the registered under-deck tonnage. The tonnage so corrected, used in conjunction with the depth of hold to the top of the ordinary floor, gives the coefficient to be used in the tables.

(d) Vessels constructed with a cellular bottom throughout the fore and after holds, but with floors of the ordinary kind fitted for a part of the length amidships under the engines and boilers.— In such a case the tonnage of the space between the top of the ordinary floors in the part amidships, and the top of the cellular bottom, if made continuous, should be estimated, and deducted from the registered under-deck tonnage, and the remainder employed in conjunction with the depth of hold to the top of the cellular bottom in determining the coefficient of fineness.

(c) Other cases may in practice arise in which the registered under-deck tonnage, or the registered depth of hold, or both, require modification before being used in the determination of the coefficient of fineness, but little difficulty will be experienced in making the necessary correction, if it be remembered that the coefficient sought is the coefficient the vessel would have if

framed on the ordinary transverse system.

5. Moulded Depth.—The moulded depth of an iron or steel vessel, as given in the tables, is the perpendicular depth taken from the top of the upper deck beam at side, at the middle of the length of the vessel, to the top of the keel and the bottom of the frame at the middle line, except in spar and awning deck vessels, in which the depth is measured from the top of the nuain deck beams. In wooden and composite vessels the moulded depth is taken to be the perpendicular depth from the top of the upper deck beam at the side of the vessel amidships to the lower edge of the rabbet of the keel.

(a) The form at the lower part of the midship transverse section of many wooden and composite vessels being of a hollow character, as in cases where thick garboard strakes are fitted, the moulded depth in such instances should be measured from the point where the line of the flat of the bottom continued

cuts the keel.

6. Freeboard.—The moulded depth, taken as above described, is that used in the tables for ascertaining the amount of reserve buoyancy and corresponding freeboard in vessels having a wood deck, and the freeboard is measured from the top of the wood deck

at side, at the middle of the length of the vessel.

(a) On the same principle, in fluth-dack vessels, other than spar or awning decked, and in vessels fitted with short poop and forecastle, having an iron upper deck, not covered with wood, the usual thickness of a wood deck should be deducted from the moulded depth of the vessel measured as above, and the amount of reserve buoyancy and corresponding freeboard taken from the column in the tables corresponding with this diminished moulded depth: Example.—In a steamer fitted with an iron upper deck, not covered with wood, and having a moulded depth of 19ft 10in, 4 inches, or the usual thickness of a wood deck, must be deducted from this, leaving a depth of 19ft 6in. The freeboard of such a vessel with a coefficient of fineness of 0.76, taken from the column under 19ft 6in, is 3ft 8½in, which should be measured from the top of the iron upper deck.

(b) In spar-deck vessels having iron spar decks, and in

awning-deck vessels having iron main decks, the freeboard required by the tables should be measured as if those decks were wood covered. Also in vessels where 7-10ths, or more, of the main deck is covered by substantial rections, the freeboard found from the tables should be measured amidships from a wood deck, whether the deck be of wood or iron. In applying this principle to vessels having shorter lengths of substantial enclosed erections the reduction in freeboard in consideration of its being measured from the iron deck, is to be regulated in proportion to the length of the deck covered by such erections. Thus, in a vessel having erections covering 6-10ths of the length, the reduction is 6-10ths of 3½ inches, or 2 inches.

- 7. For vessels which trim very much by the stern, through the engines being fitted aft, the freeboard, as ascertained from the tables, if set off amidships would not cut off the amount of surplus buoyancy deemed necessary, and in such cases the suitable freeboard amidships could only be determined after full information is obtained regarding the vessel's trim.
- 8. The following example will illustrate the general application of the tables:—

In a steamer of the following dimensions, viz., length 204ft; breadth extreme, 29ft; depth of hold 16 oft; registered tonnage under deck, 682 tons; and moulded depth, 17 oft; the under deck capacity in cubic feet is 68,200; by dividing this by 94,656, that is, the product of the length, breadth, and depth of hold, the quotient is 0 '72, or the coefficient of fineness.

If we now refer to Table A at 17'oft moulded depth, and trace the line opposite the coefficient 0'72 to the column corresponding with this depth, it is found that the winter freeboard given for a first-class steam wessel without erections, whose length is twelve times the moulded depth, is 2ft 11in, corresponding with a reserve buoyancy of 25 per cent. of the total bulk.

- 9. Vessels of Extreme Proportions.—For vessels whose length is greater or less than that of the vessel of the same moulded depth for which the tables are framed, the freeboard should be increased or diminished as specified in the footnote to the tables. Thus, if the vessel in the example, clause 8, were 224ft long, the winter freeboard required would be 2ft 11in plus 2in, or 3ft lin. For steam vessels with top-gallant forecastles, having long poops or raised quarter decks connected with bridge-houses, the whole extending over 6-10ths, or more, of the length of the vessel, the correction for length should be one-half that specified in Tables A.
- 10. Breadth and Depth.—In framing the tables it has been assumed that the relation between the breadth and depth is such as to ensure safety at sea with the freeboard assigned when the vessel is laden with homogeneous cargo; for vessels of less relative breadth, the freeboard should be so increased as to provide a sufficient range of stability, or other means adopted to secure the same.
- 11. Erections on Deck.—For steam vessels with top-gallant forecastles having long poops, or raised quarter decks connected with bridge-houses, covering in the engine and boiler openings, the latter being entered from the top, and having an efficiently constructed iron bulkhead at the fore end, a deduction may be made

from the reserve buoyancy given in the tables, according to the following scale: -

When the combined length of the poop, or raised quarter-deck, bridge-house, and top-gallant forecastle is-9-10ths of the length of the vessel, deduct 85 per cent. of the reduction in the reserve buoyancy allowed for a complete awning deck, or 85-100ths, of the difference between freeboards in Tables A (after correction for sheer) and Tables C.

8-10ths of the length of the vessel, deduct 75 per cent. of the reduction in the reserve buoyancy allowed for a complete awning deck, or 75-100ths of the difference between freeboards in Tables A (after correction for sheer) and Tables C.

7-10ths of the length of the vessel, deduct 63 per cent. of the reduction in the reserve buoyancy allowed for a complete awning deck, or 63-100ths of the difference between freeboards in Tables A (after correction for sheer) and Tables C.

6-10ths of the length of the vessel, deduct 50 per cent. of the reduction in the reserve buoyancy allowed for a complete awning deck, or 50-100ths of the difference between freeboards in Tables A (after correction for sheer) and Tables C.

When the engine and boiler openings are protected only by a long raised quarter-deck, a less reduction in freeboard will be allowed.

(b) For intermediate lengths of erections the amount of the reduction in freeboard should be ascertained by interpolation.

(c) The above scale of allowance is prepared for vessels having long poops or raised quarter-decks 4st high or above. For raised quarter-decks of less height, extending over fourtenths of the length, and forming an integral portion of the vessel, the amount of the allowance should be diminished, as shown in the following table: —

Height of	Moulded depth of Vessel in Feet.										
raised Quarterdeck.	ft. ft.		ft. 14	ft. 16	ft. 18	ft. 20	ft.				
ft. in. 3 6 2 6 2 0 1 6	ins. — 1 1 1 1 1 2 2	ins,	ins.	ins.	ins.	ins.	ins.				

(a) For shorter lengths of raised quarter-deck a proportionate increase should be made.

(e) It is to be understood in the application of this scale of allowance for erections on deck to vessels with long poops or with raised quarter-decks, and bridge-houses combined, that the deduction is a maximum deduction, applicable only to vessels of these types in which the erections are of a most substantial character, the deck openings most effectually protected, and the crew are either berthed in the bridge-house, or the arrangements to enable them to get backwards and forwards from their quarters are of a satisfactory character. For other

vessels of the same class the amount of the deduction should be fixed only after a careful survey. Also such vessels when employed in the Atlantic trade will require to have specially provided greater freeboard than that given in the tables.

(f) A sufficient number of clearing ports as large as practicable, and with shutters properly hung, should be formed in the bulwarks of these vessels, between the forecastle and the bridgehouse, for the purpose of speedily clearing this part of the deck

of water.

12. When the erections on a vessel consist of a topgallant forecastle, a short poop having an efficient bulkhead, and bridge-house disconnected, the latter in steamers covering the engine and boiler openings, and being efficiently enclosed with an iron bulkhead at each end, a deduction may be made from the reserve buoyancy given in the tables according to the following scale:—

(a) When the combined length of the erections is-

5-10ths of the length of the vessel, deduct 40 per cent. of the reduction in reserve buoyancy allowed for a complete awning deck or 2-5ths of the difference between the free-board in Tables A (after correction for sheer and length) and Tables C (after correction for length).

4-10ths of the length of the vessel, deduct 33 per cent. of the reduction in reserve buoyancy allowed for a complete awning deck or 1-3rd of the difference between the free-boards in Tables A (after correction for sheer and length)

and Tables C (after correction for length).

13. When the erections on a vessel consist of a topgallant forecastle and bridge-house only, the latter in steamers covering the engine and boiler openings, and being efficiently enclosed with an iron bulkhead at each end, a deduction may be made from the reserve buoyancy given in the tables according to the following scale:—

(a) When the combined length of the erections is—

4-10ths of the length of the vessel, deduct 30 per cent. of the reduction in reserve buoyancy allowed for a complete awning deck or 3-10ths of the difference between the free-boards in Tables A (after correction for sheer and length) and Tables C (after correction for length).

3-10ths of the length of the vessel, deduct 25 per cent. of the reduction in reserve buoyancy allowed for a complete awning deck or 1-4th of the difference between the free-boards in Tables A (after correction for sheer and length)

and Tables C (after correction for length).

14. When the erections on a vessel consist of a short poop and topgallant forecastle only, the former enclosed at the fore-end with an efficient bulkhead, the deduction from the reserve buoyancy given in the tables should be according to the following scale:—

(a) When the combined length of the erections is-

3-8ths of the length of the vessel, deduct 8 per cent. of the reserve buoyancy or 10 per cent. of the freeboard required for the vessel flush decked (after correction for length).

3-8ths of the length of the vessel, deduct 6 per cent. of the reserve buoyancy or 8 per cent. of the freeboard required for the vessel flush decked (after correction for length);

and so on in proportion.

15. When a vessel is fitted with a topgallant forecastle only,

the reduction in reserve buoyancy should be one-half that prescribed by the previous paragraph for the case where, in addition to the forecastle, the vessel is fitted with a poop of the same length.

16. Sheer.—The tables are framed for vessels having a mean sheer of deck measured at the side, as shown in the following table.

	L	ength o	wer wi	ich Sh	eer is 1	nessur	ed.
• ***	100	150	200	250	300	350	400
		Mean		in Inc		er the	
Flush-deck Vessels.—Sheer to be measured abreast stem and sternpost. Vessels having short poops and forecastles.—Sheer to be	20	25	30	35	40	45	50
measured at points distant \$\frac{1}{2}\therefore the length of the vessel from each end. *Vessels having short forecastles cnly.—Sheer to be measured abreast the sternpost and at	14	18	22	26	30	34	38
a point distant ith the length from the stem.		18]	23	27	31	351	40

(a) In flush-deck vessels and in vessels to which clauses II and I2 apply, when the sheer of deck is greater or less than the above, and is of a gradual character, divide the difference in inches between it and the mean sheer provided for by 4, and the result in inches is the amount by which the freeboard amidships should be diminished or increased according as the sheer is greater or less.

(b) In vessels having short poops and forecastles, and in those having short forecastles only, the freeboard should be corrected in respect of the excess of or deficiency in reserve buoyancy due to variations in sheer from the standard amount over the length uncovered by substantial erections, as provided in the above table. One-fourth the difference between the mean sheer specified and that measured as described, is approximately the amount by which the freeboard should be modified in respect of sheer.

(c) The divisor 4 is to be used when the sheer is of a gradual character, and is not strictly applicable either to those cases in which the sheer is suddenly increased at the bow or stern, or to those in which it does not maintain its normal rate

of increase to the ends of the vessel.

(d) In all cases the rise in sheer forward and aft is measured with reference to the deck at the middle of the length, and where the lowest point of the sheer is abaft the middle of the length, one-half of the difference between the sheer amidships and the lowest point, should be added to the freeboard specified in the tables for flush-deck vessels, and for vessels having short poops and forecastles only.

(e) Where, as in some instances, vessels fitted with long poops or raised quarter-decks connected with bridge-houses have the deck line rising rapidly from amidships to the front of the bridge, and from that point onwards gradually approaching

the normal sheer line, the freeboard may be slightly modified in consideration of the increase of height of deck in the "well."

(f) In flush-deck vessels and in vessels having short poops and forecastles the excess of sheer for which an allowance is made shall not exceed one-half the total standard mean sheer for the size of the ship.

(e) No decrease should be made in the freeboard of spar and awning deck vessels, in respect of excess of sheer.

17. Round of beam.—In calculating the reserve of buoyancy, an allowance has been made of one quarter of an inch for every foot of the length of the midship beam for the round up. When the round of the beam in flush-decked vessels is greater or less than that given by this rule, divide the difference in inches by 2, and diminish or increase the freeboard by this amount For vessels with erections on deck the amount of the allowance should depend on the extent of the main deck uncovered. This rule for round of beam does not apply to spar or awning deck vessels.

18. As a general illustration of the way in which the tables should be used in modifying the freeboard on account of erections on deck, extreme proportions and variations in sheer, the following may be taken as an example:

A vessel is 234st long, 29st broad, and has a moulded depth of 17 oft, the coefficient of fineness being '72. Suppose the vessel to have a poop and bridge-house of the united length of 121st, and a forecastle 20st in length, and let the sheer forward, measured at the side, be 4st 6in, and aft 2st 1in.

	Ft.	in.
Freeboard by Tables A if of the normal length, without erections, and with the normal amount of sheer	2	11
and the reduction in freeboard is 6in divided by 4	0	1
Freeboard of vessel without erections and with 301in mean sheer	2	9
Freeboard by Tables C as awning-decked	1	41
Difference	1	5

The combined length of the erections is \frac{1}{2}\frac{1}{4}\text{ths of the length of the vessel, and the allowance for erections under clause II will be therefore \frac{1}{6}\text{ths of I7in, or 8\frac{1}{2}in.}

We have therefore: Amount deducted from freeboard for excess of sheer	Deduct in.
deck (clause 6) = 6-19 × 3½	12
The length being 30st in excess of that for which the tables are framed, the addition to the freeboard in respect of the same is one-half of 30-20ths of 2in, or	<u>}</u>
	10

That is 10½ in to be deducted from 2st 11in, leaving a winter freeboard of 2st 0½ in.

Corresponding summer freeboard 1st 10½ in.

TABLE A.—CARGO.CARRYING STEAM VESSELS NOT HAVING SPAR OR AWNING DECKS.

The reduction in freeboard for summer voyages from European and Mediterranean Ports is to be made from April to September inclusive. In other parts of the world the reduced freeboard should be used during the corresponding or recognised summer months. The additional freeboard specified for the North Atlantic traders is napply to vessels sailing to or from the Mediterranean or any British or European Port, and which may sail to or from, to Mediterranean or any British or European Port, and which may sail to or from, and all a Ports in British North America or Eastern Ports in the United States, north of and including Baltimore, from October to March, inclusive. Jouble the reduction to be allowed for voyages in the fine season in the Indian seas, between the limits of Suez and Singapore.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Iron and Steel Steam Vessels (in Salt Water). For allowances admitted in vessels having erections on dock, see "Explanation."

Gorresponding Height of Freeboard Amidships (Winter), Mea Gorresponding Height of Freeboard Amidships (Winter), Mea Moulded Depth and Length. It. in. ft. in.	140 24'2 24'5 24'7 25'0 25'2 25'5 25'7 25'0 26'2 26'5 26'5 26'5 26'5 26'5 26'5 26'5
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B. Deduction in inches for summer voyages. C. Addition in inches for winter, North Atlantic. A. Correction in inches for a change of 10 ft. in the length.

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	28.3	Corresponding Height of Freeboard Amidships (Winter), Measured from Top of Deck at Side	Į.	6.P.	ft. 282	N N O N N N N N N N N N N N N N N N N N	f, 1	2	-
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A. Correction in inches for a change of 10 ft. in the length.

C. Addition in inches for winter, North Atlantic.

TABLE A .- (Continued.)

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		Percent	age Res	erve Buo	yancy—(\	Vinter).	
	33,5	33'5	33.8	34°E	34'4	34'7	35.0
Coefficient	Corre	sponding Mea	Height o	of Freebo m Top of	ard Amic Deck at	lships (W Side.	inter),
of Fineness.		1	Moulded	Depth ar	nd Length	١.	
	ft. in.	ft. in.	ft. in.	ft. in. 32 6	ft. in.	ft. in.	ft. in
	ft. 372	ft. 378	ft. 384	ft. 390	ft. 396	ft. 402	ft. 408
'68'70'72'72'74'76'78'80'82	ft. in. 7 9 7 10 7 11 8 0 8 1 8 3 8 4 8 5	ft. in. 8 0 8 1 8 2 8 3 8 4 8 6 8 7 8 8	8 4 8 5	R. in. 8 5 8 6 8 7 8 9 8 10 8 11 9 00 9 1	ft. in. 8 72 8 9 8 10 8 11 9 02 9 2 9 3 9 4	ft. in. 8 101 9 0 9 1 9 3 9 3 9 5 9 6 9 7	ft. in 9 1 9 3 9 5 9 6 9 7 9 8 9 10
A B	1.6 5, 51	1.6 5 5	1.6 5 5	1.6 24 6	1.6 21 6	1.7 51 6	1.7 6 6

A. Correction in inches for a change of 10 ft in the length.
 B. Deduction in inches for summer voyages.
 C. Addition in inches for winter, North Atlantic.

19. Vessels loaded in fresh water may have less freeboard than that given in the several tables according to the following scale: Peduction in Freehoard

			Reduction in	Freeboard.
M	oulded	Depth in Feet.	Vessels Without Erections on Deck. in.	Spar and Awning-Deck Vessels. in.
g a	nd und	er 11		
11	,,	13	2}	
13	,,	ıð	3	31
13 16	,,	19	31	4
19	,,	22	4.	41
22	,,	25	41	5.
25 28	,,	28	5.	5 t
28	**	31	5₫	
31	**	34	6	6₫

MEMO.—The weight of a cubic foot of salt water is taken in the above table to be 65 lb., and that of fresh water 62 5 lb. For weight of waters see p. 32.

TABLE B.-CARGO-CARRYING SPAR-DECK VESSELS.

These Tables apply to spar-deck vessels in which the height at side between the main and spar decks is 7 ff, from top of beam; when this height is greater or less than 7ft., the freeboard to the spar deck will require modification.

Table of Freeboard to Spar Deck for First-class Sea-going Spar-deck Steam Vessels (in Salt Water).

Height of Freeboard Amidships (Winter), Measured from Top of Spar Deck at Side.

	ft. in 23 o	3¢0	ft. in. 7 114	₹	- 80	;; 60	8 24	8 3	8	8	1.3	7	S
	ft. in.	ft. 354	7. ii.	7 10	1 rol	\$11 L	0	₹ 8		8 II	2.1	*	'n
	ft. in.	ft. 348	7. in. 7	7 8	7 84	7 94	7 10	7 10	7 111	Jul 2	2,1	4	50
: :	ft. in.	34. ?	7. in.	7 54	2 6	7 7	7 7	7 8	7 84	7 9	£.1	•	'n
	ft. in.	336.	ri. 2	7 34	4 1	7 5	7 54	2 6	7 64	7 7	1.1	+	s
Length.	20. ii. 5. ii.	330	ر بي و بي	41 /	7 3	7 3	7 34	7 +	7 43	7 5	:	+	‡
Moulded Depth (to Main Deck) and Length	ft. in.	324	6 ii.	7 0	7 of	1 1	7 14	7 2	7 24	7 3	:	#	7
Main D	ft. in. 19 6	fr. 318	6. in.	0 10	6 10	9	f11 9	0 6	7	1 1	::	 -#8	-
Depth (to	ff. in.	31.2	6. in.	18 9	0	f 6 9	01 9	for 9	11 9	† 11 9	::	35	‡
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! ;	ft. in. 10 o	ft. 276	ft. in. 5 11	§ 11.§	9	ঠ	9	- 12	6 2	6 24	0.1	-č'	뜐
Coefficient	Financs.		89.				94.	84.	38		A	8	 O

A. Correction in inches for a change of 10 ft. in the length.
 B. Deduction in inches for summer voyages.
 C. Addition in inches for winter North Atlantic.

Height of Freeboard Amidships (Winter), Measured from Top of Spar Deck at Side. TABLE B.—(Continued.)

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A. Correction in inches for a change of 10 ft. in the length.

G. Addition in inches for winter, North Atlantic

TABLE C.—CARGO-CARRYING AWNING-DECK VESSELS.

Table of Reserve Buoyancy and Freeboard for First-class Sca-going Awning-deck Steam Vessels (in Salt Water).

				FI	REEBC	ARD.			
	19.5			fr. iii. 24 o	288 16.	ff. in. 2 2 2 8 8 4 2 2 2 2 4 2 4 2 1 2 2 2 2 2 2 2 2 2 2	ء	.	٧.
i	18.9		;	ft. in.	282 282	: a a a a a a a a a a a a a a a a a a a	9	#	4
	13.6			in.ft. in.ft. 6 ,23 0 ,23	3,6	2.7.2.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	بو	+	7
	18.3	Side.		22 ii.	ft. 270		9	+	7
	0.81	eck at		22 EF	4.0		ب	+	*
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.	17.4	ob of 1		.i. o	ft. 252		۰	常	•
-(Wint	17.3	from T	ıgth.	0 ii.	7. E	1. ii. ii. ii. ii. ii. ii. ii. ii. ii. i	ءِ	34	+
Deck	6.91	panned	nd Ler	ه بنا ه بنا	£ 5	E 000000	ب	34	•
o Main	1.91	r), Me:	Moulded Depth (to Main Deck) and Length	6 ii.	₹ <u>\$</u>	:: w & & & & & & & & & & & & & & & & & &	ءِ ا	<u>د</u>	+
ancy to	+ .91	(Winte	Main 1	.i. o .i. o	i		٠ç.	n	•
e Buoy	7.91	dships	r pth (to	8. ii. 6	ft. ft.	1. iii. f 1. 65 1. 7 1. 7 1. 7 1. 8	œ.	٣	33
Revery	. 0.91	rd Ami	led De	r. in. ¹ 2		1. ii. ii. ii. ii. ii. ii. ii. ii. ii. i	s	- -	37
Percentage Reserve Buoyancy to Main Deck(Winter).	8.51	rechoa	Mouk	1. iii. f	ft. ft. 210 : 216	in f. in f.	.5	27	72
Perc	15.2	ht of F		7 iii.		E W. A A A V. V. V.	ت.		37
	15.2	g Heig	i !	i. in. 6	ft. † ft. 198 - 204		20	-5	31
	12.4	Corresponding Height of Freeboard Amidships (Winter), Measured from Top of Main Deck at Side.	:	6 ii.	ين ق	in a a a section of the section of t	'n	n	3
	15.3	Сопе	: : 	i. in. f	.187 .186			a	ю
1.	18.0 18.1 18.3 18.4 18.3 18.4 18.2 18.2 18.8 19.0 19.7 19.4 19.4 19.5 19.6 19.6 19.8 18.6 18.6 18.3 18.6 18.3 18.6 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5		! !	t. in. r	18°	=	in.	·	٣
•	.:		. ,	t. in. ft. + 6 rs	7 = 7	Econ - Econ	v	71	_ ·
	13.0			மிரும் மால் நாரியாரியார். நாரியாரியாரியாரியாரியாரியாரியாரியாரியாரிய	آرة. 168	H. 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	٠٠.	a	т.
	,229f	iəni'i	lo tasi	ome-S	٠	e. Eprektij	' '∢	2	ပ

A. Correction in inches for a change of 10 st. in the length.

C. Addition in inches for winter, North Atlantic.

TABLE C.-(Continued.)

0.82			R. ii.	ft. 408	ff. ii.	éo	19	₹9
5.42			ft. in.	ft.	76666667	00	₹9	19
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1.90	d nin		in. ft.	384	Suooooooo	ò	19	69
9.52	of M		ft. in	ft. 378	Tannanda Tannanda	ço	19	99
25.3	m Top		ff. in.	ft. 372	T. S.	00	vo	9
24.2	red from	Length	ft. in 30 6	Je 366	はるちゃらちょう はいままる	90	9	9
24.3	Corresponding Height of Freeboard Amidships (Winter), Measured from Top of Main Deck at side.	Moulded Depth (to Main Deck) and Length.	ft. in 30 o	36.19	1. xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	00	9	9
83.82	inter),	in Dec	ft. in 29 6	ft. 354	# * * * * * * * * * * * * * * * * * * *	60	9	9
23,3	ups (W	(to Ma	ft. in.	348	F + + + + + + + + + + + + + + + + + + +	1.	9	9
22.8	Amids	Depth	ft. in. 28 6	R. 342	1 + + + + + + + + + + + + + + + + + + +		10	0
23.3	board	onlded	ft. in.	£.	5 4 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1.	54	53
6,12	f Free	Me	ft. in. f	ff.	はいののとおおろう	1.	54	54
4.12	leight o		, i o	£.		1.	5.5	54
0,12	ding H		ft. in. ft. 26 6 27	ft. 318	1.000000000000000000000000000000000000	1	54	54
50,02	rrespor		fr. in. fr	ft. 312	THERMONES THE PROPERTY	1	10	54
20.3	3	11	ft. in. ft	306.	Hagewetter	1	w	ND.
6,61			,g o	38.55	Hogarages	1.	V)	NO.
9,61			ft. in. ft. 24 6 25	ft.	Tinganananananananananananananananananana	1.	44	in
Nosar	t mer	lo insi:			825 5 7 7 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	A	8	0

A. Correction in inches for a change of 10 ft, in the length

C. Addition in inches for summer voyages.

C. Addition in inches for winter, North Atlantic.

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Iron and Steel Sailing Vessels and Composite and Wood Vessels of the Highest Class (in Salt Water). TABLE D.—SAILING VESSELS.

									Perc	entag	e Res	erve B	uoyan	Percentage Reserve Buoyancy (Iron Vessels).	n Vess	.; (§)						
5	oefficient		23.2	33.7	53.6		9.72 7.72 2.72	34	9	54.6	1.52		25.3 25.2	25.7	26.0	2.92	36.4	9.92		1.12 8.92		27.3
•	of Fineness					Corres	pondir	g Hei	ght o	f Free	board	Amid	ships,	measu	ed fron	Top c	f Deck	Corresponding Height of Freeboard Amidships, measured from Top of Deck at Side.	.:			
							İ			Z	onlde	d Dept	th and	Moulded Depth and Length.	يخ	 		 		: !	Į.	
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N ood.	posite.	Tou.	۾ نے	ي بي ي بي	۽ ۾	€ ₹	æ 8 2 2 2 2	ft.		ft.	ft. 135	ft. 140	ff.	ff.	ft.	. fe.	ft. 165	170	n. 175	£80		ft. 185
: ::	:\$	14.8 8	'ë <u>20.00</u>		- " نے	۔ ۔ نے		2 - 11	in. ft.	in. fr	· A A	F. 42	F in	R. in.	1. 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	200	ft. in. s 114	fi en	A. in.	& mm	in. F.	ii visi
\$ \$	2,88	7.28					H H 0	n n n		200	# + *	202	400	N 01 El	000	211	00-	e a a	mmm mm+	u u u 4 n n	en mm	200
\$ 5.2	, ż.ż	; : :			200 200 200 200	680 113 080		о б н	N N N	m #	S 25 4	- 100 nnn	800	000	9 2 3	00°+	200	mmm mmm	unu # 2000	mmm	mm m	0 m 0
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.: ໝ	:	:	:	:	:	:	: —	1	-	:	(1)	ŧ	m	т	m	17	6	8	34	33		33

A. Correction in inches for a change of 10 st. in the length.

G. Addition in inches for winter, North Atlantic.

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	Coefficient		27.5		27.7 27.9 28.1 29.3	1.82	28.3	28.5	28.5 28.7	28.9	1.62 6.82	26.3	30.2	26.1	56.6	1,06 6,62		30.3 30.2	30.7
	of Fineness.				ပ်	Corresponding Height of Freeboard Amidships, measured from Top of Deck at Side.	ing He	ight of	Freebo	ard At	nidship	s, mea	sured fi	rom Tc	ροtD	eck at	Side.		
			<u> </u>						Moc	lded I	Moulded Depth and Length.	nd Len	gth.						
	Ç		ft. in. ft. 19 o 19	-i. 6	in. ft. in. ft. in. ft. i 6 20 0 20 6 21	% ii. 6 ii.	fr. in.	in. ft. in.	in. ft. in. 6 22 0	22 fr. in.	in. ft. in. ft. in. ft. o 22 6 23 o 23	ft. in.	- 7: 4 o ii.	in. ft. in. ft. in. ft. in. ft. 6 24 0 24 6 25 0 25	ft. in.	_25 6	in. ft.	in. ft. in	in.ft. in. 6 27 0
	posite.		æ 8²		ei 8	<u>چ</u> و	2 :e	æ ₹	€ 8	22 F	£.	ft. 235	£ 5	ft.	3,6	f. 255	ff. 260	ft. 265	ft. 270
:::7882	: \$3,98,62;	:: 2 48865	.i. 20 20 20 20 20 20 20 20 20 20 20 20 20	F. www.www.+	€ wwww4+44	5 W + + + + + + + + + + + + + + + + + +	F + + + + + + + + + + + + + + + + + + +	E 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	E + N. N. O - 1200 Q	11 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		# 4444 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	f. + 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	in. ft. in. ft	ริกทุกทุก เรียบ+ทุกกุรคอ	1. 22 2 2 2 2 1 1 1 2 2 2 2 2 1 1 1 2 2 2 2 2 2 1 1 1 2 2 2 2 2 2 2 1 1 1 2	F 8 8 8 8 7 1 1 0	200000000	11. 15. 15. 15. 15. 15. 15. 15. 15. 15.
*	:	:	1.2	-2	13	1.3	1.2		2.	1.3	1.3	1.3	1.3	1.3	.:	1.3	1.3	F. 1	7
	:	:	- 8	+	-	+	*	+		4	4	4	4	ı,	<u>س</u>	۰,	5	10	S

A. Correction in inches for a change of 10 ft. in the length.

TABLE D .- (Continued.)

Table of Reserve Buoyancy and Freeboard for First-class Sea-going Iron and Steel Sailing Vessels (in Salt Water).

	Percentage Reserve Buoyancy.															
Coefficient of	3	0.0	3	1,5	3	1'4	3	1.7	3	2'0			3	2.6	3	3'0
Fineness.		Corresponding Height of Freeboard Amidships, Measured from Top of Deck at Side,														
					Mo	ulde	d l	Dep	th a	and	Lei	ngth				
Iron.						in. 6										
		t. 75		t. 80		ft. 85		î. 90		n. 95		t. 00		t. 05		t. 10
*64 *66 *68 *70 *72 *74 *76	ft. 6 6 6 6 6 6 6 6	in.	66666	in. 4 5 5 6 7 8 9	66666	6 78 8 99		9	6 6 7 7 7	in. 101 111 0) 1 2 2 33		in. 0	ft. 777777777	in. 3 4 5 5 6 7 8	7 7 7	in. 56 7 9 9 9 10
Correction in inches for a change of 10 ft. in the length	1	4	1	4	1	4	1	4	1	4	1	5	1	5	1	'5
Addition in inches for Winter, North Atlantic.	1	51	1	51	-	5 <u>1</u>		51	G.	6		6		5	Ĩ.	6

PRODUCTION OF OPEN-HEARTH STEEL INGOTS. UNITED KINGDOM.

[From the Annual Report of the British Iron Trade Association.]

Year.	Tons.	Year.	Tons.
1868	520	1879	175,000
186g	3,950	1880	251,000
1870	11,150	1881	338,000
1871	27,000	1882	436,000
1872	42,000	1883	455,000
1873	77,000	1884	475,250
1874	90,500	1985	583,918
1875	88,000	, 1886 l	694,150
1876	123,000	1987	981,104
1877	137,000	1888	1,292,742
1978	175,500	i l	

RELIGIOUS DENOMINATIONS

AMONG ENGLISH-SPEAKING COMMUNITIES OF THE WORLD.

Episcopalians 21,305,000 Methodists 16,000,000	Unitarians 900,000
Roman Catholics 14,600,000	Free Thought 1,250,000
Presbyterians 10,650,000	Minor sects 2,500,000
Beptists 8,195,000	

SUPPLEMENTARY REPORT OF THE NON-OFFICIAL MEMBERS OF THE LOADLINE COMMITTEE.

[EXTRACT.]

If a compulsory loadline should be resolved upon, it will be necessary to apply the same limitations to vessels under foreign flags as to our own vessels when loading in this country or in the Colonies of Great Britain. We allude to this, which would seem indeed to be an obvious necessity, because it has been brought before us in evidence that foreign vessels are frequently grave offenders in respect to over loading. It will be for your Grace's consideration whether it may be possible to establish an understanding with the leading maritime powers on this subject, but at all events it will, in our opinion, be impossible to enforce compulsory loadlines on the merchant ships of this country without at the same time requiring their application in British and colonial ports to ships under other flags competing with them.

It will be essential, if a compulsory loadline is to be enforced, to constitute a public authority competent to administer such a measure in a manner that will command the fullest confidence. It has been carefully pointed out in the report of the Committee that the tables which are now submitted must be applied with "very great skill, care, and judgment." It will therefore be necessary to secure some system of administration capable of giving due and well-considered effect to the principles embodied in these tables, not only by a just application of such principles to the many and various types of ships which at present exist, but also by their adaption to future changes and development which are certain to ensue from the progress of

naval architecture.

In our judgment, it would only tend to failure to entrust the task which we describe to any purely official administration, however excellent. The duty of assigning compulsory loadlines, if it is to be undertaken, must, we consider, be entrusted to some body of a more representative character, which should consist not only of officials, but also of gentlemen who as shipowners, naval architects, seamen, and perhaps underwriters would bring to bear on this work great knowledge and experience, and who, by reason of that knowledge and experience, and also of their high standing in their several professions, would ensure such a fulfilment of the duty confided to them as would command the confidence of the country. We do not intend to imply that the authority or council which we suggest should be independent of the Minister responsible to Parliament. E. J. Reed, F. Elgar, B. Martell, W. Denny, W. Gray, T. B. Royden, R. Duncan, J. Laing, T. Sutherland, J. Dunn.

ANTIQUITY OF THE MARINER'S COMPASS.

The earliest mention of the Compass in Europe is in the work of Guigit de Povins, a French Poet, written in 1180, and quoted by Claude Fauchet in his "Recuil de l'origine de la langue et poesie Francois."

"Par le virtue de la manete

Par le virtue de la manete
Ou'il fers volenter se joint,
Quant il nuis est tenebre et brune,
Con ne voit estoile ne lune,
Parce sont il mariner ceinte,
De la droit voit tenir."

Which would appear to dispose of the claim of the Venetians—that it was introduced from China by their countryman, Marco Polo, A.D. 1260, and the claims of the Neapolitans, who assert that it was discovered by John de Gioga, of Amalfi, about the year 1302.

COAL OUTPUT.

RELATIVE PRICES OF COALS.

The Ton of 20 cwt.—The Imperial Chaldron of 25½ cwt.—The Newcastle Chaldron of 53 cwt.

Per Ton.	Per Imperial Chaldron	Per New- castle Chaldron	Per Ton.	Per Imperial Chaldron	Per New- castle Chaldron	Ton	Per Imperial Chaldron	Per New castle Chaldron
s. d. 0 3 3 3 3 3 3 3 3 3 4 4 3 5 5 5 5 5 6 6 6 6 7 0	S. d. 2 660 2 10'42 3 2'25 3 6'07 3 9'90 4 1'72 4 5'55 4 9'37 5 1'20 5 5'02 5 8'85 6 0'67 6 4'50 6 8'32 7 0'15 7 7'80 7 17'80 7 17'80 8 7'27 8 11'10 8 11'10	S. d. 5 3760 5 11755 6 7750 7 3745 7 11740 8 7 33 300 11 3750 11 31 50 5 15 15 15 10 80 16 675 17 17 10 65 18 660 17 10 15 275 15 10 80 16 675 17 17 10 65 18 660 17 10 65 18 660 17 18 660 17 18 660 17 18 660 18 66 18 660 17 18 660 18 66 18 660 18 66 18 18 660 18 66 18 660 18 66 18 660 18	s. d. 99 100 3 100 6 11 3 6 11 9 0 11 3 6 11 9 0 11 13 6 11 13 6 11 13 6 11 11 11 11 11 11 11 11 11 11 11 11 1	S. d. 12 5'17 12 9'00 13 0'82 13 4'65 13 8'47 14 124 7'95 14 11'77 15 3'60 16 10'72 15 11'25 17 0'55 17 6'37 17 10'20 18 5'85 18 9'67	Chaldron s. d. s. s. io-o5 26 6-oo 27 1'95 27 9'90 28 5-85 39 1'80 29 9'75 31 9-60 32 5'55 33 1'50 33 9'50 35 5'25 37 1'20 37 9'35 38 5'10 39 1'05	s. d. 17 6 18 0 18 8 18 6 18 9 19 6 19 6 19 6 20 0 20 3 20 9 21 0 21 0 22 0 22 0 22 0 22 0 22 0 22 0	S. d. 22 3'757 22 11'40 23 3'22 23 7'57 22 11'40 23 3'22 23 7'57 24 6'52 24 10'35 55 2'1 6'5 25 2'1 6'5 25 2'1 6'3 27 4'95 27 8'77 28 0'50 28 4'42 28 8'28 8'28 8'28 8'28	S. d. 45 47 0 45 47 0 45 47 0 45 47 0 45 49 8 49 8 25 50 4 20 51 0 52 40 55 3 795 55 18 10 0 52 45 65 3 78 55 6 11 70 55 8 11 70 58 11 75 56 11 75 56 11 75 56 11 75 57 57 57 57 57 57 57 57 57 57 57 57
7 7 8 8 8 8 9 9 3 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	9 2'92 9 6'75 9 10'57 10 2'40 10 6'22 10 10'05 11 1'87 11 5'70 11 9'52 12 1'35	19 2'55 19 10'50 20 6'45 21 2'40 21 10'35 22 6'30 23 2'25 23 10'20 24 6'15 25 2'10	15 0 15 3 15 6 16 0 16 3 16 6 16 9 17 0	19 1'50 19 5'32 19 9'15 20 0'97 20 4'80 20 8'62 21 0'45 21 4'27 21 4'27 21 8'10 21 11'92	39 9 00 40 4 95 41 0 90 41 8 85 42 4 80 43 0 75 43 8 70 44 4 65 45 0 60 45 8 55	22 9 23 0 23 3 23 5 23 9 24 0 24 9 25 0	29 0'07 29 3'90 29 7'72 29 11'55 30 3'37 30 7'20 30 11'02 31 2'85 31 6'67 31 10'50	60 3'45 60 11'40 61 7'35 62 3'30 62 11'25 63 7'20 64 3'15 64 11'10 65 7'05 66 3'00

QUANTITIES OF COALS, CINDERS, AND PATENT FUEL EXPORTED FROM THE UNITED KINGDOM TO FOREIGN COUNTRIES AND BRITISH SETTLEMENTS ABROAD IN 1887, 1888, AND 1889.

	1887	1888	1 88 9
	Tons.	Tons	Tons.
Total	24,460,967	26,968,462	28,956,445

COAL OUTPUT

UNITED KINGDOM.

Year.	No. of Collieries.	Total of the United Kingdom.	Year.	No. of Collieries.	Total of the United Kingdom.
1871	2,760	117,264,028	1884	3,554	160,757,779
1872	3,001	123,492,316	1885	3,488	159,351,418
1873	3,527	127,011,747	1887	3,382	162,119,812
1875	3,933	131,867,105	1888	3,354	169,935,219
1877	4,112	134,610,000	1883	3,389	176,916,724
788o	3,904	146,818,522		,	

OUTPUT OF PIG-IRON

UNITED KINGDOM.

[1830 то 1889.]

Year.	Production.	Year	Production.	Year.	Production.
	Tons.		Tons.		Tons.
1830	677,417	1871	6,627.179	1883	8,490,224
1839	1,248,781	1872	6,741,929	1834	7,575,604
1843	1,215 353	1873	6,566,451	1885	7,297,295
1847	1,999 608	1874	5,991,408	1886	6,870,665
1852	2,701,000	1875	6,365,462	1887	7,441 927
1854	3,069,838	1879	6,009,434	1838	7,898,614
1865	4,819,254	1880	7,721,833	1889	8,245,336
1870	5,963,515		. •-	1	

PRODUCTION OF STEEL RAILS.

UNITED KINGDOM.

[Bessemer.]

Year.	In United Kingdom.	On West Coast.	Percentage of Production on West Coast.	Quantity Exported,
	Tons.	Tons.		Tons.
1878	633,733	•••	'	439,392
1879	519,718	177,839	34	463,878
1880	739,910	230,507	31	693,696
1881	1,023,740	256,636	. 25	820,800
1832	1,235,785	291,999	24	936,949
1883	1,097,174	298.447	27	971,165
1884	784,968	261.489	33	527,460
1885	706,583	198,022	29	484,255
1886	730,343	273.338	37	512,903
1887	1,021,847	446,363	43'69	760,180
1888	979,083	469,717	47	713,781
1889	943,048	495,104	1 1	757,935

Annual Increase since 1878 in the use of Steel for Steamers and Sailing Vessels Built under Lloyd's Survey.

APPROXIMATE WEIGHT OF MATERIAL.

	Ste	eel.	I	ron.
Year.	Steam.	Sailing.	Steam.	Sailing
	Tons.	Tons.	Tons,	Tons.
1878	2,682	••	243,717	66,897
1879			78,411	25,603
1880	21,895	1,002	268,433	24,009
1881	41,019	1,900	354.301	41,190
1882	69,269	7,486	403,644	67,711
1883	84.931	8,515	445-375	68,818
1884	65,386	8,016	274,189	78,011
1885	92,549	18,431	89,104	96,020
1886	96,583	18,352	49,320	58,627
1887	195,907	14,433	24,052	28, 150
1888	1,20	9,361	100	,526
1889	1,21	5,276		1975

A SHIP'S BELLS.

ELEVATION OF CONTINENTS. AVERAGE HEIGHT ABOVE SEA LEVEL.

	Feet.		Feet.
Europe		North America	
Asia	1,140	South America	1,100

THE GULF STREAM

is equal to a river 50 miles wide, 1,000 feet deep, current four miles an hour, with a temperature of 65° Fahrenheit, cooling down to 40° as it gets north.

MOUNTAINS.

HEIGHT ABOVE THE SEA LEVEL.

•	Feet.	Feet.	Feet.
	17,266 Gibraltar		
	4,358 Hindoo Koosh		
	14,430 Illimani		
Chimborazo	21,440 Kaa-Mowna	18,400 Sinai	7,500
Cotopaxi	19,600 Lebanon	9,520 Snowdon	3,57 I
	26,862 Mont Blanc		
Egmont	11,433 Olympus	6,500 Teneriffe	12,036
Everest	29,002 Orizaba	17,371 Vesuvius	3,978

HIGHEST LATITUDES ATTAINED BY ARCTIC EXPLORERS.

Year. Explorers.		Latitu	
1607—Hudson	8od	23M	oos
1773—Phipps (Lord Musgrove)	8od	48m	005
1806—Scoresby	81d	12M	425
1827—Parry			
1874—Meyer (on land)	82d	ogm	oos
1875-Markham (Nares' expedition)	83d	20m	26s
1876—Payer	83d	07M	oos
1884—Lockwood (Greely's party)	83d	24m	006

A SHIP'S BELLS.

		TIME, A.M.	1	TIME, P.M.
I	Bell	12.30	1	1 Bell12.30
2	Bells	i 1.0	2	2 Bells 1.0
3	•••	1.30	1 3	3 ,, 1.30
4	,,	2.0	4	4 ,, 2.0
Š		2.30	1 5	5 ,, 2.30
6	"	3.0	6	
7	"	3.30	! 7	7 ,, 3.30
ź.	**	4.0	ΙŔ	8 ,, (1st dog watch) 4.0
•	Beil	4.30	1 .	1 Bell 4.30
-	Bells		١.	2 Bells 5.0
-		5.30	3	
3	,,	6.0	3	· · · · /d -do-n-n-sabl
•	,,		!	
2	",		:	ı ,,
-	"	7.0	3	,,
7	,,	7.30	3	, ,
۰	n.'ii	8.0	4	4 8.0
1	Bell	8.30	. т	r Bell 8.30
2	Bells	 9.0	2	2 Bells 9.0
3	,,	9.30	3	3 ,, 9.30
4	,,	10.0	4	,,10.0
5	"	10.30	5	5 ,,
6	,,	11.0	6	5 ,,11.0
7	,,	11.30	7	7 ,,
8	,,	Noon	8	B ,, Midnight

One Sailing Knot, 6,174 ft. One Statute Mile, 5,280 ft. (5-6 knot).

A sailor's day commences at 12 noon.

RATES OF FREIGHTS ON CERTAIN ARTICLES, AT THE FOLLOWING DATES, IN THE UNDERMENTIONED TRADES.

Jan. 1890. 0 ٥ 9 20 42 35 5 Jan. 1889. 9 à O ö a 0 21 6 35 01 0 15 41 0.10 Jan. 1888. ö 2 188 0 33 30 2 7 20 36 3 16/6 to 14/610 o P. 0 ٥ Jan. 1887. 0 2 ŝ 3.1 00 IOF Jan. 1886. ŕ 00 c b O 0 C 0 0 3 020 oř. œ IIO OIS Ó Jan. 1385. ò P arge Small Extracted principally from the Circulars of Mesers, Galbraith, Pembroke & Co. 9 to 15 9 9 Jan. Jan. 1883 1884. 2 0 o o 0 0 ø 00 o ö 40 vi 20 0 18 16 0 15 s. d. ø 0 D G 0 0 9 20 99 5 12 22 0 Jan. 1882. 0 0 o 50,10 01 6/1 25.0 01 72 : Ó 9 52.6 12/6 to 45/ Jan. 0 0 0 0 0 0 small 0 ٥ 9 20 200 8 5 23 ź 2 10 50 29 J'ly Jan. 1879. 1880. 0 to 0 00 ٥ ٥ ø v 40 6 Ø 22.6 9 é 2 20/ 105 0 69 : 40 104 8 2 0 30 0 0 0 00 0 0 ٥ 0 ri. O 9 o 25 to 27/25 10 13,6 to 14, 11 2 50/ to 52'6 to 20/ 6 61 Jan. 1879. Ċ ò 2 0 0 0 ö Sma 9 9/8 10 : 37/6 to Jan. 1878. Sp 6 small 0 ٥ 0 0 ė 0 0 0 0 iron ship 0 0 0 40. 40 10 23 0 0 2 Jan. 1877. 0 Azoff) 9 0 ۰ 0 v ÷ w 20 ω 1610 9 32.6 to ro'6 to 40 Ó Jan. 1876. O 0 0 6 0 24 14 Odessa to United Kingdom ? Guano Freights. - Chinchas to Grain Freights.-NewYork to Philadelphia to ditto Rice Freights.-Rice ports, Rangoon, &c., to United United Kingdom or Contidom or Havre (iron sailing San Francisco to Continent .. Kingdom (sailing ship) nent (steamer) per quarter ... United Kingdom..... Wales to Aden, per ton weight Coal Freight (sailing vessel)-Wales to Aden, per ton weight Coal Freights (outward ss.) and Continent (steamer) : ship) per ton, wheat **Demerara** Mauritius Barbadoes Bombay Gibraltar Bombay Madeira Lisbon Lisbon Odessa * : ŧ : :

Equal to about 10/ per quarter.

* No quotations.

TABLE OF COAL CONSUMPTION IN TONS, PER DIEM.

L. H. P.		-	-	10,000										_		_	_	_	_		_	_	_	_	_	_		_	_	_	_	_
	2.5	4.121	504.6	8,498	0,172	214.2	187'5	1,091	134,0	1, 401	80,3	53.2	8.98	24.1	4.10	18.1	1,91	13,4	10.1	0.0	5.3	2.2	4.7	7.0	00 H	9,1	1,3	0,1	, 804	9ES.	.568	2 5 T
	4.0			257'1																												
	2,3	205,2	271'0	246.4	231 2	1,201	172'5	147.8	123,2	98.5	73.9	49.5	24.6	22.3	1.61	17.2	14.8	12.3	8.6	7.3	6.4	2.4	10,00	6.1	1.1	+.1	2.1	.985	.739	492	246	123
	2,5	284'8	250,2	235,7	1,512	2.88.	0,591	+,141	8,411	94.5	10,1	1.24	53.0	21,5	50.00	16.5	1,4,1	11.8	4.6	1.2	4.4	10.3	2.2	6,1	9.1	1.1	1-1	.045	101	.42x	235	118
	2.2	0,028	247.6	225,0	302.8	180.0	157'5	137'0	112'5	0,06	0,49	42.0	22.2	20.5	0.81	15.7	13.5	2.11	0.6	6.7	4.3	2,0	5,0	80	1,2	1,3	1,1	006.	\$49.	450	222	112
	5,0	0,652	235.6	214.2	102,2	121.4	150,0	1.80 E	1, 101	85.7	64.3	42.8	7.16	19.3	17.1	15.0	12.8	10.1	9.8	4.9	4,3	2.2	6,1	1.1	1.5	1,2	1,0	.857	E*9.	428	PIC.	102
be trong ber thereused tropes I ouer	6.1	244.2	223.0	201.6	181.2	162.4	142.5	1,241	8.101	+ 10	0,19	40.3	20.3	18.3	16.3	14.5	15,5	10.3	8,1	1.9	4.4	5,0	8.1	9.1	1.1	1,3	1,0	*814	019.	407	.303	TOI.
died and	8.1	4.11.2	215.1	102.8	173'5	154.3	135.0	115,1	9.96	77.K	87.9	38.8	10.3	17.3	# S.	13.5	9.11	9.6	2.2	20	3.8	6.1	1,1	1.2	1.3	1,1	*95	771	.278	385	192	90,
ber tildin	1.3	218.5	200,3	183.1	0,091	145.7	27.5	2,601	0,16	72.8	24.6	36.4	18.3	16.4	14.6	12.7	6,01	1.6	7.3	2.4	3.6	100	9.1	1.4	1,3	1,0	016	728	.246	304	182	IO.
-	9.1	205.7	288°E	171.4	154.2	1.32.1	0.061	102'8	85.7	5.89	51.4	34.5	1,41	15.4	13.1	12,0	10,3	9.8	8.9	2,1	3.4	1,1	1.3	1.3	1.2	0,1	.857	1685	414	342	121	28.
Tonas I	1,2			1,091																												
	1.4	180'o	0,391	150 0	135.0	120,0	0,501	0,00	75.0	600	45.0	30,0	15.0	13.5	12,0	10.5	0.6	7.5	0.9	4.2	3,0	1.5	E.I	2, 1	0,1	006.	.750	009.	450	300	150	24.
	1.3	1,291	183.3	130,3	126.3	P.111	5.46	83.2	9.69	55.7	417	27.8	13.0	18.3	11,11	4.6	E 00	6.9	2.6	4.0	50.00	¥.1	2,2	1,1	.075	-835	969.	1557	418	278	139	09.
	1,5	2,751	141.4	128.4	118.7	102.8	0,00	77.1	2,49	\$ x 5	38.6	25.7	12.8	9,11	10.3	0.6	1.1	4.9	2,5	3.8	9.8	1.3	1,1	0,1	006	177	299.	314	385	257	128	10.
	r.r			8,111																	2,3											
	1,0	128.4	8.411	1,201	4,90	200	25,0	64.3	53.2	42.8	35.1	4.12	10.1	9.6	9.8	7.5	4.9	5,3	4.3	3,5	2,2	1.1	190.	.857	.750	.643	.535	.4 2B	321	+15.	101	.063
H.		12,000	11,000	10,000,10	0,000	8,000	2,000	000'9	5,000	4,000	3,000	2,000	1,000	006	Soo	200	9	200	400	300	200	100	26	90	70	8	80	90	30	30	NO	v

Norg.—To find the consumption of a vessel, say, of 3,500 L.H.P. at 1.4 lb. per L.H.P. per hour, take the 3,000 in the same column, which gives 750 tons and add the two together = 82's tons per 24 hours; or, for example, 5,500 L.H.P. x 1'2 lb.

TABLES OF DISTANCES.

NORTH SEA, ENGLISH AND ST. GEORGE'S CHANNELS, ETC.

SUNDERLAND to M.	Sunderland to M.	GLASGOW to M.
Hartlepool16	(South about)	Londonderry143
Whithy 22	Swansea690	Sligo240
Flambro' Head68	Cardiff720	Limerick430
Hull126	Queenstown720	Dublin
Yarmouth, Norfolk 180	Dublin776	Milford292
London310	Limerick887	Cork347
Dungeness300	London to	Swansea346
Beachy Head332	Hull233	Liverpool222
Deachy riead332	Middle-beneat	Cardia222
St. Catherine (I.W.) . 393	Middlesborough295	Cardiff375
Portland440	Shields315	Falmouth435
Plymouth513	Leith418	Plymouth
Falmouth545	Dundee420	Southampton 582
Hamburg413	Aberdeen433	London
Nieu Diep252	Sheerness43	Leith, by Channel 1063
Amsterdam Canal258	Dover87	_
Rotterdam Canal266	Southampton214	LEITH to
Antwerp327	Plymouth317	Alloa23
Ostende 279	Cardiff 526	Dundee
Havre378	Liverpool660	Aberdeen85
Brest outside Ushant 627	Glasgow by Channel 766	Inverness210
Bordeaux896	Amsterdam Canal188	Wick185
Bilbao Bar	Havre108	Berwick 52
Oporto1120	LIVERPOOL to	Newcastle115
Lisbon1205	Holyhead68	Hartlepool128
Cadiz1516	Douglas 70	Middlesborough138
Huelva1406	Dublin 120	Hull235
Leith114	Cork	Lynn266
Aberdeen137	Dundalk 135	Yarmouth201
Lerwick314	Belfast	Ipswich348
North Cape1230	Londonderry217	Dover
Archangel1877	Barrow46	Southampton506
Hammerfest1205	Whitehaven73	Falmouth
Drontheim605	Strangaer146	Hamburg480
Christiansund590	Ardrossan170	Stettin
Bergen, N. Channel431	Milford188	Rotterdam Canal370
Dergen, N. Channel431		Kotterdam Canal 370
SUNDERLAND to	Swansea237	Amsterdam Canal353
(North about)	Cardiff266	Ostende336
	Bristol 285	Antwerp445
Greenock639	Falmouth 322	
Troom608	Plymouth352	HULL to
Ardrossan610	Southampton470	Christiania558
Belfast602	GLASGOW to	Hamburg387
Dublin690	Ardrossan 45	Rotterdam Canal 195
Liverpool720	Campbelton74	Amsterdam Canal198
Cardiff880	Stranraer87	Ostende205
Limerick808	Belfast 116	Antwerp263
·		

SLEEVE, CATTEGAT, BELTS, BALTIC, GULFS OF FINLAND AND BOTHNIA.

SUNDERLAND OF SHIELDS to M.	SUNDERLAND OF	SUNDERLAND OF SHIELDS TO M
		Copenhagen586
Christiansand35	Gothenburg480	Maimo592
Arendahl400	Elsinore563	Kiel 664
Christiania520	Landscrona576	Travemunde689

TABLES OF DISTANCES.

SUNDERLAND OF SHIELDS to M.	LEITH to M.	
	Skaw465 Gothenburg510	Uleaborg1458 Haparanda1450
Wismar	Elsinore593	Liverpool to
Stralsund656	Landscrona606	(North about)
Stockholm 998	Copenhagen616	Naze of Norway810 Christiansand845
Hernosand1190	Malmo622	Christiansand845
Karlscrona738	Kiel694	Arendahl
Norkæping	Travemunde719 Wismar720	Skawg15
Swinemunde712	Rostock714	Gothenburg960
Dantzic860	Stralsund686	Elsinore1043
Pillau862	Stockholm1028	Landscrona1056
Memel893	Hernosand1220	Copenhagen1066
Libau903	Karlscrona768	Malmo
Windau	Norkæping	Travemunde1144
Dagerort1003	Swinemunde 742	Wismar 1170
Port Baltic 2076	Dantzic 800	Rostock1164
Revel 1104	Pillau	Stralsund1136
Narva 1209	Memel923	Stockholm1478
Helsingfors1120	Libau933	Hernosand1670 Karlscrona1218
Wyborg 1234 Cronstadt 1254	Windau	Norkening 11218
Gefle1113	Dagerort1033	Norkæping1438 Bornholm N. end1163
Vasa1245	Port Baltic1106	Swinemunde1192
Uleaborg1423	Revel1134	Dantzic1340
Haparanda1415	Narva1239	Pillau1342
London to	Helsingfors1150	Memel1373
Naze of Norway486 Christiansand511	Wyborg 1264 Cronstadt 1284	Libau1383 Windau1413
Arendahl542	Gefle1143	Riga1533
Christiania	Vasa 1275	Dagerort1483
Skaw564	Uleaborg1453 Haparanda1445	Port Baltic 1556
Gothenburg609	Haparanda1445	Revel 1584
Elsinore692	Hull to Naze of Norway365	Narva1089
Landscrona	Christiansand400	Helsingfors1600 Wyborg1714
Copenhagen	Arendahl435	Cronstadt1734
Kiel703	Christiania555	Geflet593
Travemunde818	Skaw470	Vasa
Wismar819	Gothenburg515 Elsinore598	Uleaborg1903
Rostock813	Elsinore598	Haparanda1895 GLASGOW to
Stralsund786 Stockholm1127	Landscrona	(North about)
Hernosand1319	Malmo627	Naze of Norway740
Karlscrona867	Kiel699	Christiansand775 Arendahl810
Norkæping1087 Bornholm N. end812	Travemunde721	Arendahl810
Bornholm N. end812	Wismar 725 Rostock 719	Christiania030
Swinemunde841 Dantzic989	Stralsund691	Skaw845 Gothenburg8co
Pillau oor	Stockholm 1022	Elsinore 073
Pillau	Hernosand	Elsinore
Libau1022	Karlscrona 773	Copenhagengo
Windau1062	Norkæping993	Malmo1002
Riga1182	Bornholm N. end718	Kiel1074
Dagerort1132 Port Baltic1205	Swinemunde 747 Dantzic895	Travemunde1099 Wismar1100
Revel1233	Pillau 897	Rostock1094
Narva1338	Memel	Stralsund1066
Helsingfors1249	Libau	Stockholm1408
Wyborg1363	Windau968	Hernosand1600
Cronstadt1383	Riga1088	Karlscrona1148
Gefle1242 Vasa1374	Port Baltic1038	Norkæping1368 Bornholm N. end1093
Uleaborg1374	Revel1130	Swinemunde1122
Haparanda1544	Name	Dantzia tona
LEITH to	Halsingform	Dillou
Naze of Norway360	Wyborg1269	Memel 1303 Libau 1313 Windau 1348
Christiansand395	Cronstadt 1289	Libau
Arendahl430	Vaca1148	Riga1345
Christiania550	. vasa1200	. wike

GLASSON 10 M	Constants M	ANTWERP to M.
GLASGOW to M.	CARDIFF to M.	
(North about)	Hernosand 1730	Landscrona706
Dagerort1413	Karlserona1278	Copenhagen716
Port Baltic1486	Norkæping1498 Bornholm N. end1223	Malmo722
Revel 1514	Bornholm N. end1223	Kiel794
Narva	Swinemunde1252	Travemunde819
Helsingfors1530	Dantzic1400	Wismar820
Wyborg1644	Pillau1402	Rostock814
Cronstadt1664	Memel1433	Stralsund786
Gefle1523	Libau1443	Stockholm1128
Vasa1655	Windau1473 Riga1593	Hernosand1323
Uleaborg1833	Riga1593	Karlscrona868
Haparanda1825	Dagerort1543	Norkæping1088 Bornholm N. end813
CARDIFF to	Port Baltic1616	Bornholm N. end813
	Revel1644	Swinemunde842
(South about)	Narva 1749 Helsingfors 1660	Dantzic000
Naze of Norway870	Helsingfors1660	Pillau
Christiansand905	Wyborg 1774	Memel1023
Arendahl940	Wyborg1774 Cronstadt1794	Libau1033
Christiania1060	Gefle1653	Windau1063
Skaw975	Vasa1785	Riga1183
Gothenberg1020	Uleaborg1963	Dagerort1133
Elsinore1103	Haparanda1955	Port Baltic1206
Landscrona1116	Jiaparanua1955	Revel1234
Copenhagen1126	Antwerp to	Narva1339
		Helsingfors1250
Malmo 1032	Naze of Norway460	Wyborg1364
Kiel1204	Christiansand495	Cronstadt
Travemunde1229	Arendahl530	Cronstaut1304
Wismar 1230	Christiania	Gefle1243
Rostock1224	Skaw565	Vasa1375
Stralsund1196	Gothenburg610	Uleaborg1553
Stockholm 1538	Elsincre693	Haparanda1545
MEDITERRANEAN, A	DRIATIC, BLACK SEA	, AND SEA OF AZOV.
SUNDERLAND tO M.	SUNDERLAND to M. :	LONDON to M.
Alexandria 3382	Venice3264	Tunis2105
Alexandria	Venice3264 Zante2914	Tunis2105 Vigo810
Algiers	Venice3264 Zante2914 LONDON to	Tunis
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748	Venice	Tunis
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2000	Venice	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2090 Barcelona 2153	Venice .3264 Zante .2914 LONDON to .3102 Alexandria .3102 Algiers .1740 Alicante .1638	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to
Algiers 2020 Alicante 1918 Almeria 1748 Athens 2000 Barcelona 2153 Batoum 3050	Venice .3264 Zante .2914 LONDON to .3102 Alexandria .3102 Aligers .1740 Alicante .1638 Almeria .1468	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LiverPool to Alexandria 3027
Algiers 2020 Alicante 1918 Almeria 1748 Athens 2000 Barcelona 2153 Batoum 3050	Venice 3264 Zante 2914 LONDON to Alexandria Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710	Tunis 2105 Vigo 810 Valencia 7740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665
Alexandria 3382 Algiers 2020 Algiers 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845	Venice 3264 Zante 2914 LONDON to Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 Liverpool to Alexandria 3027 Algiers 1665 Alicante 1563
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 2270	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3050 Bona 2245 Carthagena 1845 Constantinople 3370 Corfu 2865	Venice 3264 Zante 2914 LONDON to Alexandria 3102 Algiers 7740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 Liverpool to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 393 Athens 2635
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 8845 Constantinople 3370 Corfu 2865 Denia 1978	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Almeria 1393 Athens 2035 Barcelona 1798
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2490	Venice 3264 Zante 2914 London to Alexandria Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3090	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL tO Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1933 Athens 2635 Barcelona 1798 Batoum 3595
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3050 Bona 2245 Carthagena 1845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615	Venice 3264 Zante 2914 LONDON to Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2585	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Aligiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Batoum 3395 Bona 1890
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 2365 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 7740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Constantinople 2050 Corfu 2585 Denia 1698	Tunis 2105 Vigo 810 Valencia 7740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1503 Almeria 1393 Athens 2634 Barcelona 1798 Batoum 3395 Bona 1890 Carthagena 1490
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorm 2450	Venice 3264 Zante 2914 London to Alexandria Aligers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3090 Corfu 2585 Denia 1698 Genoa 2219	Tunis 2105 Vigo
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Leghorn 2450 Lisbon 1338	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Batoum 3595 Bona 1890 Carthagena 1490 Constantinople 3015 Corfu 2510
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650	Venice 3264 Zante 2914 London to Alexandria Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1505 Constantinople 3090 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3510	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL tO Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Barcelona 1890 Carthagena 1490 Constantinople 3015 Corfu 2210 Denia 1623
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Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 8845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2990 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 138 Malaga 1650 Malta 2595 Marseilles 2330	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 2000 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3310 Leghorn 2170 Lisbon 1058	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1503 Almeria 1393 Athens 2034 Barcelona 1798 Batoum 3595 Bona 1890 Carthagena 1490 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorm 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7720	Venice 3264 Zante 2914 London to Alexandria Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2585 Denia 1668 Genoa 2219 Gibraltar 1325 Kertch 3510 Leghorn 2170 Lisbon 1058 Malaga 1370	Tunis 2105 Vigo 810 Valencia 7740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1793 Athens 2635 Barcelona 1798 Batoum 3595 Bona 1890 Constantinople 2510 Corfu 2510 Corfu 2510 Cenoa 2144 Gibraltar 1250 Genoa 2144 Gibraltar 1250 Kertch 3435
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7720 Maples 2540	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3310 Lisbon 1058 Malaga 1370 Malta 2315	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2634 Barcelona 1798 Batoum 3595 Bona 1890 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Kertch 3435 Leghorn 2005
Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Almeria 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 2865 Denia 9786 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7720 Naples 2540 Odessa 3690	Venice 3264 Zante 2914 London to Alexandria Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3510 Leghorn 2170 Lisbon 1058 Malaga 1370 Malta 2315 Marseilles 2050	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL tO Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Barcelona 1890 Carthagena 1490 Constantinople 3015 Corfu 2510 Corfu 2510 Constantinople 302 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 2095 Lisbon 973
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7720 Naples 2540 Odessa 3690 Oran 1820	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Aligers 1740 Aligers 1740 Aligers 1740 Alleria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1955 Constantinople 300 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3510 Leghorn 2170 Lisbon 1058 Malaga 1370 Malta 2315 Marseilles 2050 Messina 2440	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Batoum 3595 Bona 1850 Carthagena 1490 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 2095 Lisbon 973 Malaga 1295
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3050 Bona 2245 Carthagena 1845 Constantinople 2365 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 2720 Naples 2540 Odessa 3690 Oran 1820	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 200 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3310 Lisbon 1058 Malaga 1370 Malta 2315 Marseilles 2050 Messina 2440 Naples 2260	Tunis 2105 Vigo 810 Valencia 7740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2634 Barcelona 1798 Batoum 3595 Bona 1890 Carthagena 1490 Constantinople 3015 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Corfu 2510 Leghorn 2055 Leghorn 2055 Leghorn 2073 Malaga 1295 Malta 2240
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3050 Bona 2245 Carthagena 1845 Constantinople 2365 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 2720 Naples 2540 Odessa 3690 Oran 1820	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2585 Denia 1698 Genoa 2298 Gibraltar 1325 Kertch 3310 Leghorn 2170 Lisbon 1058 Malaga 1370 Malta 2315 Messina 2440 Naples 2260 Odessa 3410	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 Liverrool to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2035 Barcelona 1798 Batoum 3595 Bona 1890 Carthagena 1490 Constantinople 2010 Confu 2210 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 205 Lisbon 973 Malaga 1295 Malta 2240 Marseilles 1075
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2995 Marseilles 2330 Messina 7720 Malta 2500 Malta 3600 Odessa 3600 Odessa 3600 Odessa 3600 Odesa 3600 Odesa 2562 Patras 2915 Port Said 3645	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2885 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3510 Leghorn 2170 Malaga 1370 Malta 2315 Marseilles 2050 Messina 2440 Naples 2260 Odessa 3410 Oran 1540	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1503 Almeria 1393 Athens 2035 Barcelona 1798 Batoum 3595 Bona 1890 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 2095 Lisbon 973 Malaga 1295 Malta 2240 Marseilles 1075 Messina 2240 Messina 2165 Mess
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Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3050 Bona 2245 Carthagena 845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7720 Marseilles 2330 Messina 7720 Odessa 3690 Odessa 3690 Oran 1820 Palermo 2562 Patras 2015 Port Said 3645 Sfax. 2620	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Aligers 1740 Aligers 1740 Aligers 1740 Bareelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 300 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3510 Leghorn 2170 Lisbon 1058 Malaga 1370 Marseilles 2050 Odessa 3410 Oran 1540 Palermo 2282 Patras 2635	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Batoum 3595 Bona 1890 Carthagena 1490 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 2095 Lisbon 973 Malaga 1295 Malta 2240 Marseilles 1975 Messina 2250 Naples 2185 Naples 2185 Naples 2185 Odessa 3335
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Almeria 2990 Barcelona 2153 Batoum 3050 Bona 2245 Carthagena 1845 Constantinople 2370 Corfu 2865 Denia 9786 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 2720 Naples 2540 Odessa 3690 Oran 1820 Odessa 3690 Oran 1820 Odessa 3690 Oran 2552 Patras 2915 Port Said 3645 Sfax. 2620 Smyrna 3225 Sfax. 2620 Smyrna 3225	Venice 3264 Zante 2914 London to Alexandria Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 200 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3310 Leghorn 2170 Lisbon 1058 Malaga 1370 Marseilles 2050 Messina 2440 Odessa 3410 Ovan 1540 Palermo 2282 Patras 2635 Port Said 3365	Tunis 2105 Vigo 810 Valencia 7740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1593 Almeria 1393 Athens 2635 Barcelona 1798 Batoum 3595 Bona 1890 Carthagena 1490 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 2055 Kertch 3435 Leghorn 2055 Malta 2240 Marseilles 1075 Malaga 1295 Mata 2240 Marseilles 1075 Messina 3355 Naples 2355 Naples 2355 Naples 2355 Naples 3335
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Athens 2990 Barcelona 2153 Batoum 3950 Bona 2245 Constantinople 3370 Corfu 2865 Cearthagena 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7720 Naples 2540 Odessa 3690 Oran 1820 Palermo 2552 Palermo 2552 Sulina 3645 Sfax. 2620 Smyrna 3225 Sulina 3625 Sulina 3620	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Aligers 1740 Aligers 1740 Aligers 1740 Alleria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1955 Constantinople 300 Corfu 2585 Denia 1698 Genoa 2219 Gibraltar 1325 Kertch 3310 Leghorn 2170 Lisbon 1058 Malaga 1370 Massina 2440 Naples 2260 Odessa 3410 Oran 1540 Palermo 2282 Port Said 3365 Slax 2000	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Batoum 3595 Bona 1850 Carthagena 1490 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 2095 Lisbon 973 Malta 2240 Marseilles 1975 Messina 2365 Naples 2185 Naples 2185 Odessa 3335 Oran 1465 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Almeria 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 845 Constantinople 3370 Corfu 2865 Denia 1978 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 138 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7270 Odessa 3690 Oran 1820 Odessa 3690 Oran 1820 Odessa 3690 Oran 1820 Odessa 3690 Oran 1820 Oran 3255 Patras 2915 Port Said 3645 Sfax 2620 Smyrna 3225 Sulina 3620 Taganrog 3950	Venice 3264 Zante 2914 London to 3102 Alexandria 3102 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1955 Constantinople 2000 Corfu 2585 Denia 1608 Genoa 2219 Gibraltar 1325 Kertch 3310 Leghorn 2170 Malta 2315 Marseilles 2050 Messina 4440 Odessa 3410 Oran 1540 Palermo 2282 Patras 263 Port Said 3365 Siax 2900	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 LIVERPOOL to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2635 Barcelona 1798 Batoum 3595 Bona 1850 Carthagena 1490 Constantinople 3015 Corfu 2510 Denia 1623 Genoa 2144 Gibraltar 1250 Kertch 3435 Leghorn 2095 Lisbon 973 Malta 2240 Marseilles 1975 Messina 2365 Naples 2185 Naples 2185 Odessa 3335 Oran 1465 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207 Palermo 2207
Alexandria 3382 Alexandria 3382 Algiers 2020 Alicante 1918 Almeria 1748 Almeria 2990 Barcelona 2153 Batoum 3950 Bona 2245 Carthagena 1845 Constantinople 2365 Denia 9786 Genoa 2499 Gibraltar 1615 Kertch 3790 Leghorn 2450 Lisbon 1338 Malaga 1650 Malta 2595 Marseilles 2330 Messina 7720 Naples 2540 Odessa 3690 Oran 1820 Oran 1820 Oran 3645 Port Said 3645 Sfax. 2620 Smyrna 3225 Siguina 3600 Taganrog 3600 Taganrog 3600 Tarangona 21200 Taganrog 3600 Taran 2360 Taganrog 3600 Taran 21200	Venice 3264 Zante 2914 LONDON to Alexandria Alexandria 3102 Alexandria 1740 Algiers 1740 Alicante 1638 Almeria 1468 Athens 2710 Barcelona 1873 Batoum 3670 Bona 1965 Carthagena 1565 Constantinople 3000 Corfu 2585 Denia 1698 Genoa 22219 Gibraltar 1325 Kertch 3310 Leghorn 2170 Lisbon 1058 Malaga 1370 Malta 2315 Marseilles 2050 Messina 2440 Naples 2260 Odessa 3410 Oran 1540 Oran 2582 Patras 2635 Port Said 3365	Tunis 2105 Vigo 810 Valencia 1740 Venice 2980 Zante 2634 Liverrool to Alexandria 3027 Algiers 1665 Alicante 1563 Almeria 1393 Athens 2034 Barcum 3595 Barcelona 1798 Batoum 3595 Bona 1890 Carthagena 1490 Constantinople 2510 Denia 1623 Genoa 2144 Gibraltar 2500 Kertch 3435 Leghorn 2055 Lisbon 973 Malaga 2295 Malta 2240 Marseilles 1975 Messina 2165 Odessa 3335 Oran 1465 Palermo 2207 Patras 2250 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200 Port Said 3200
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TABLES OF DISTANCES.

		. ,-
	I. GLASGOW to M.	
	5 Tunis2140	
Tarragona176	5 : Vigo 845	Zante2454
Trieste290		ANTWERP to
Tunis20	o Venice3015	Alexandria3152
Vigo 7	5 Zante 2669	Algiers 1790
Valencia16	5 CARDIFF to	Alicante1688
Venice200	5 Alexandria2022	Almeria1518
Zante250	io Algiers1562	Athens2760
GLASGOW to	Alicante1458	Barcelona1923
Alexandria31	7 Almeria1288	Batoum3720
Algiers17	5 Athens2530	Bona2015
Alicante	3 Barcelona 1603	Carthagena1615
Almeria150	3 Batoum 3490	Constantinople3140
Athens27		Corfu2635
Barcelona 100	8 Carthagena1385	Denia1748
Batoum379		Genoa 2260
Bona	xo Corfu2405	Gibraltar1375
Carthagena 16	o Denia1518	Kertch3560
	15 Genoa2030	Leghorn 2220
	o Gibraltar1145	Lisbon1108
Denia17	33 Kertch3330	Malaga1420
Genoa	Legborn 1990	Malta
Gibraltar13		Marseilles2100
Kertch35		
Leghorn22		Naples2310
Lisbon10		Odessa3460
Malaga14		Oran1590
Malta23		Palermo 2:32
Marseilles21		Patras2685
Messina24		Port Said3415
Naples22		Sfax
Odessa		Smyrna2930
Oran	5 Port Said	Sulina3390
Palermo 23	5 Port Said3182	
Patras23	7 Sfax2720	
		Tarragona1890
Port Said340	o Sulina3160	
Sfax29		Tunis2155
Smyrna29	So Tarragona1660	Vigo 860
Sulina33	75 Trieste2804	Valencia 1790
Taganrog37	15 Tunis1925	Venice3030
Tarragona18	75 Vigo 630	
Trieste30	19 Valencia1560	1

RED SEA, INDIA, CHINA, JAPAN, ETC. [By the Suez Canal.]

(D) the back cultury		
SUNDERLAND to M.	LONDON to	M.
Zanzibar 0575	Mauritius	7005
Nagasaki11055	Penang	7930
Osaka 11365	Rangoon	8025
Hakodadi11815	Shanghae	10540
London to	Singapore	8345
Acheen Head 7700	Suez	3380
Aden4695	Zanzibar	6295
Akvab7050	Yokohama	11245
Amherst8005	Nagasaki	10775
Anier8270	Hakodadi	11535
Batavia8330	LIVERPOOL to	
		7625
Bushire6460	Aden	4620
Calcutta7050	Akvab	7875
Kurrachee6110	Bushire	6385
	SUNDERLAND to M. Suez 3660 Zanzibar 5575 Yokohama 11525 Nagasaki 11055 Osaka 11365 Hakodadi 11815 LONDON to Acheen Head 7700 Aden 4695 Akyab 7950 Amberst 8005 Amoy 10015 Anjer 8470 Batavia 8330 Bushire 6460 Calcutta 7050 Cochin 6535 Colombo 6795 Foochoofoo 1240 Galle 6815 Hong Kong 9780	SUNDERLAND to M. LONDON to Manilla Mauritius Meritius Nieu Chwang Nagasaki 11055 Osaka 11365 Rangoon Hakodadi 11815

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LIVERPOOL to	I. GLASGOW to M.	CARDIFF to M.
Cochin64	I. GLASGOW to M. 60 Manilla	Suez3200
Colombo67	20 Mauritius7040	Zanzibar6615
Foochoofootor		Yokohama11065
Galle 67		Nagasaki10595
Hong Kong97	os Rangoon8060	
Kurrachee60	35 Shanghae10575	
Madras72		ANTWERP to
Manilla95	75 Suez3415	Acheen Head7750
Mauritius69		Aden 4745
Nieu Chwang 110		
Penang78		
Rangoon79		
Shanghae104	65 Hakodadi11570	Anjer8320
Singapore 82	70 CARDIFF to	Batavia8380
Suez33	os Acheen Head7520	Bombay6380
Zanzibar62		Bushire6510
Yokohama		Calcutta8000
Nagasaki107	00 Amherst7825	
Osaka110	10 Amoy	Colombo 6845
Hakodadi114		
GLASGOW to	Batavia8150	
Acheen Head77	35 Bombay6150	Hong Kong9830
Aden47		
Akyab79	85 Calcutta7770	Madras7390
Amherst 80		Manilla9700
Amoy100	50 Colombo6615	
Anjer 83		Nieu Chwang 11215 Penang
Batavia		
Bushire64		Shanghae10500
Calcutta70		
Cochin65		
Colombo68	Mauritius 6825	Zanzibar
Foochoofoo102	Nieu Chwang 10085	Yokohama11295
Galle68		
Hong Kong98		
Kurrachee		Hakodadi11585
Madras 73		
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ATLANTIC, WEST INDIES, BRAZILS, CAPE OF GOOD HOPE, EAST AND WEST COAST SOUTH AMERICA, AUSTRALIA, ETC.

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SUNDERLAND to M.	SUNDERLAND to M.	London to	M.
Acapulco12350	Halifax, N.S2965	Algoa Bay	6340
Adelaide0025	Havana4470	Antigua	3830
Algoa Bay6620	Hobart Town11560	Arica	9735
Antigua4110	Honolulu 13610	Ascension	3005
Arica10015	Jamaica4400	Auckland, N.Z	
Ascension4185	Melbourne 11530	Azores	1460
	Monte Video6450		
	Natal7090		
	New Orleans4970		
	New York3525		3055
Belize 4850	Otago12450	Bonny	4170
Bermuda 3335	Panama 11630	Boston, U.S.A	3030
	Pernambuco410		
Boston, U.S.A3310	Quebec3210	Caldera	9210
Buenos Ayres6560	Rio Janeiro 5480	Callao	9070
Caldera	Rio Grande 6050	Cape Coast Castle:	3870
Callao 10250	San Francisco13950	Cape of Good Hope	5065
Cape Coast Castle4150	Sierra Leone3280	Cape Horn	7400
Cape of Good Hope 6345	St. John's, N.F2485	Chagres	4990
	St. Vincent (Atlan). 2805		
	Sydney11120		
Cobija 9770	Valparaiso9050	Demerara	4030
Coquimbo9320	Wellington, N.Z 12150	Fiji Islandst	1720
Demerara4310	LONDON to	Guayaquil	0670
Fiji Islands12000	Acapulco12070	Halifax, N.S	2685
Guayaquil10950	Adelaide8745	Havana	4190
	• • •		

		, ,
LONDON to M.	LIVERPOOL to M.	CARDIFF to M.
Hobart Town11280	St. Vincent (Atlan.) 2450 Sydney, N.S.W 10765 Valparaiso	Boston, U.S.A2000 Buenos Ayres
Honolulu13330	Sydney, N.S.W10765	Boston, U.S.A2900
Jamaica4210	Valparaiso8795	Buenos Ayres6100
Melbourne	Wellington, N.Z 11795	Caldera
Natal6810	GLASGOW to	Callao
New Orleans4600	Acapulco12105	Cape Horn7220
New York3245	Adelaide8780	Coquimbo 8860
Otago 12170	Algoa Bay6375	Coquimbo8860 Demerara3850
Panama11350	Algoa Bay6375 Antigua3865	Halifax, N.S2505
Pernambuco4130	Arica	Havana4010
Quebec2930	Ascension3940	Jamaica4030
Rio Janeiro 5200 Rio Grande 5870	Auckland, N.Z12155	Melbourne11070
San Francisco votos	Azores1495 Bahia4540	Monte Video5990 Natal6630
Sierra Leone3000 St. John's, N.F2205 St. Vincent (Atlan.) 2525	Barbadoes3040	New Orleans 4510
St. John's, N.F2205	Belize4605	New York3065
St. Vincent (Atlan.) 2525	Bermuda 3000	Panama11170
Sydney 10840 Valparaiso 8870	Bonny	Pernambuco 3650
Valparaiso8870	Boston, U.S.A3065	Quebec2750
Wellington, N.Z11870	Buenos Ayres6315	Rio Janeiro
Liverpool to	Caldera	San Francisco13490
Acapulco11995	Cape Coast Castle3905	Quebec
Adelaide8670	Cape of Good Hope 6900	Sydney N S W 1066
Algoa Bay6265	Cape Horn7435	Valparaiso8600
Antigua	Chagres5025	Wellington, N.Z 11600
Arica	Cobija9525	
Ascension3830	Coquimbo9075	ANTWERP to
Auckland, N.Z12045	Demerara4065	Acapulco12170
Azores1385 Bahia4430	Fiji Islands11755	Adelaide8845
Barbadoes3730	Guayaquil10705 Halifax, N.S2720	Algoa Bay6440 Antigua3930
Belize4495	Havana4225	Arica9835
Bermuda2080	Hobart Town 11315	Ascension4005
Boston, U.S.A2955	Honolulu13365	Auckland, N.Z12220
Boston, U.S.A2955	Jamaica4245	Azores1560
Buenos Ayres6205	Melbourne11285	Bahia4605
Caldera	Monte Video6205 Natal6845	Barbadoes3905 Bermuda3155
Cape Coast Castle3795	New Orleans4725	Ponny 4000
Cape of Good Hope 5995	New York3280	Boston, U.S.A3130
Cape Horn7325	Otago12205	Ruenos Avres 6220
Chagres4915	Panama11385	Caldera9260
Cobija 9415	Pernambuco4165	Callao10020
Coquimbo8965	Quebec2965	Cape of Good Hope 6115
Demerara3955	Rio Janeiro5235 Rio Grande5905	Cape Horn7450
Fiji Islands11645	San Francisco13705	Coquimbo9090
Guayaquil 10595 Halifax, N.S 2610	Sierra Leone 3025	Demerara
Havana4115	Sierra Leone 3035 St. John's, N.F. 2240 St. Vincent (Atlan.) 2560	Havana4240
Hobart Town11205	St. Vincent (Atlan.) 2560	Jamaica 4160
Honolulu13255	Sydney, N.S.W 10875 Valparaiso	Melbourne11300
Jamaica4135	Valparaiso8905	Monte Video6220
Melbourne11175	Wellington, N.Z11905	Natal6860
Monte Video6095	CARDIFF to	New Orleans4740 New York3295
Natal6735 New Orleans4615	Acapulco 11940	Panama11400
New York3170	Adelaide8615	Pernambuco4180
Otago12005	Algoa Bay6210	Ouebec
Panama11275	Antigua37∞	Dia tanaina
Pernambuco4055	Arica9605	San Francisco13720
Quebec2855	Ascension3775	St. John's, N. F2255
Rio Janeir >5125 Rio Grande5795	Auckland, N.Z11990	San Francisco
San Francisco13595	Bahia4375	Valnaraiso 2500
Sierra Leone	Barbadoes3675	Wellington, N.Z 11920
Sierra Leone2925 St. John's, N.F2130	Bermuda2925	

THE SUEZ CANAL.

The Suez Canal was projected by Mons. Ferdinand de Lesseps in 1852. It was opposed by Lord Palmerston, but approved of by the French, Austrian, Russian, Turkish, and Egyptian Governments. The cutting was commenced in 1858, and the first vessel passed from the Mediterranean to the Red Sea on August 15, 1865, and though the first ship of any considerable tonnage which passed through the canal was the *Primo* (on February 17, 1867), French and English vessels entered in November, 1868; and in 1869 the course was declared suitable for the mail steamers. The official opening took place in November, 1869.

In July, 1872, the Canal Company levied their dues on the gross tonnage of ships, and the British Government demanded an International Conference, which met at Constantinople in November and December, 1873, and accepted certain proposals of the Porte, against which M. de Lesseps in vain protested, and after attempting the closing of the Canal for four days in April, 1874, he gave way.

There are 400,000 shares in this undertaking, and in 1875 the British Government bought from the then Khedive of Egypt 176,602, or nearly one half of the whole. A premium of 12½ per cent. was paid for these, the price being £3,976,000, though the actual cost was £4,076,565, a large commission having been paid to Messrs. Rothschild. The present capital of the Suez Canal Company is £16,867,000, £8,000,000 in shares and the rest in debentures. Dividends, which were only 5 per cent. in 1874, 5½ per cent. in 1876, and 6 per cent. in 1879, have advanced up to 17 per cent. in 1883.

The proportions of Canal against Cape voyages are about as 104 to 60. An average of 76 per cent. of the tolls are from British vessels, 9½ per cent. from French, 4 per cent. from Dutch, and 10½

per cent. of all other nations.

One-seventh of our foreign commerce now passes through the Canal, which was 13 years in construction, is 87 miles long and 26 feet deep, and has shortened by one-third all voyages to the East. The British Government, in May and June, 1877, claimed for the Canal international neutrality. In October, 1887, a Convention agreeing to the neutralisation of the Canal was signed at Paris by the representatives of Great Britain and France. The Canal was opened to night traffic (over part of its length only) in the year 1886 to steamers equipped with the electric light, by which the duration of transit was considerably lessened, vessels making the passage in about 20 hours as compared with the average ordinary passage of 36 hours. On March 1, 1887, the entire length of the Canal was thrown open to night traffic, and ships availing themselves of this permission now pass through the Canal with comparative ease in 16 hours.

TRAFFIC OF THE CANAL.

TRAFFIC OF THE CANAL.

Year.	No. of Ships.	Net Tonnage.	Year.	No. of Ships.	Net To	Net Tonnage.		
1870	486	436,600	1880	2,026	3,057	1.421		
1871	765	761,467	1831	2,727		7779		
872	1,082	1,160,743	1882	3,198	5,074			
873	1.173	1,367,767	1883		5,775			
874	1,264	1.631,650	1884	3,284		,500		
875	1,494	2,009,984	1885	3,624	6,33			
8 76.	1,452	2,096,771	1886	3,100	5,76			
877	1,663	2,355,447	1887	3,137	5,90			
878	1,593	2,269,678	1888	3,440	6,640			
879	1,477	2,263,332	1889	3,425	6,783,187			
throug	Passenge h the Can ing years.	ers who passed al in each of the	Classifica Passeng		In 1888.	In 1889.		
875		84,446	Soldiers-		i			
880		101,551	Chine		- 1	_		
381		90,524	Germ	an	999	749		
882	'	131,068	Engli	sh	30,602	29,58		
883	!	119,177	Spani		1,671	73		
884		151,916		:h	21,026	18,48		
885		205,951		h	2,228	2,21		
886		171,411		ת	19,650	13,41		
887		182,997	Japar	iese				
888		183,895	Turki		J1-34	7,62		
889	••••	180,594		guese	234			
	i		Russi		1,587	4,68		
	1		. Austr	ıan		4		
			Civil Pilgrims—		63,103	72,19		
	- 1		Turki Other		. 29,231	27,86		
	ł				-			
			Total	in vessels	179,465	175,500		
	,							
	i			in barques	4,430	5,08		

The vessels passing through the Canal for the years 1888 and 1889 were as follow

	1888 ;	1889	Nationality.	1888	1889
Steamers	2,540	2,565	British	2,625	2,611
Mail steamers	643	645	French	187	158
Steamers in ballast	17	11	German	163	194
Transports	159	107	Dutch	121	146
Gunboats	18	15	' Austro-Hungarian	58 [54
Despatch boats	22	19	Italian	346	103
Corvettes and Cruisers	22	30	Norwegian	39 1	48
Ironclads	3	3	Spanish	26	33
Yachts	4	6	Russian	16	23
Torpedo boats	3	10	American	I,	5
Steam frigates	3	1	Turkish	29	22
Tugboats	3	10	Portuguese	7 1	1
Sailing vessels	1	t	Japanese	3	3
Tanks	2	t	Egyptian	10	8
Dredgers	0	1	Samoan	0 !	0
-			Danish	1	3
			Belgian	' I '	1
			Chinese	6	2
ı			Hawaian	1	0
!	3,440	3,425	1	3,440	3,425

SHIPPING ACTS.

DIGEST OF LAWS RELATING TO THE CARRIAGE OF PASSENGERS BY SEA, WITH APPENDIX,

AS EMBRACED IN

"THE PASSENGERS ACTS, 1855 AND 1863." VOYAGES FROM UNITED KINGDOM.

Title and Scope of Acts.

Section 1, Act 1855. Repeals Act of 1852.

Section 2, Act 1863. Commencement of Act 1863.

Section 13, Act 1863. Both Acts to be construed as one.

Section 2, Acts 1855 and 1863. Short title of Acts and reference.

Section 3, Act 1855. Definition and number and gender clause. Definition of "passenger ship."

Section 3, Act 1863.

Section 4, Act 1855. Ships and voyages to which Acts extend and exemptions.

Section 4, Act 1863. Mail steamers not exempt. Section 5, Act 1855. Penalty on fraudulently using certificate of exemption, or using fraudulent certificates.

Machinery for executing Act.

Section 6, Act 1855. Board of Trade to carry Act into execution. Section 7, Act 1855. Board of Trade may sue and be sued in the name of their Secretary or one of themselves, and to be exempt from personal liability.

Section 8, Act 1855. Board of Trade to appoint Emigration Officers and Assistants in the United Kingdom for purposes of Act. Governors to appoint in the Colonies.

Section 9, Act 1855. Duties of Emigration Officers to be performed by Officers of Customs in certain cases.

Section 10, Act 1855. Facilities to Emigration Officers to inspect

any ship, whether passenger ship or not.

Sections 11 and 17, Acts 1855 and 1863. No passenger ship to be cleared without Emigration Officer's certificate that the requirements of the Act have been fulfilled, or without bond being given to the Crown.

Section 13, Acts 1853 and 1863. Passenger ship clearing out or sailing without obtaining Emigration Officer's certificate or giving bond to the Crown to be forfeited.

Matters relating to Ship to be attended to before sailing, Number of Passengers, Fittings, Stores, Surgeon, Sec.

Section 13, Act 1855. Passengers to be carried only on two decks. Cabin passengers may be carried in poop or deck house in addition, if their number does not exceed one to every 100 tons of the ship's reg. tonnage.

Section 14, Act 1855. Rules for determining number of passengers to be carried.

Section 5, Act 1863. Number of passengers to be limited only by space, and not by tonnage check.

Section 15, Act 1855. Acts of 16 and 17 Vic., cap. 84, not to

be repealed.

Section 16, Act 1855. Two lists of passengers to be delivered by master of every ship before clearance. Returns of deaths and births at sea to be sent to the Registrar-General by Custom House Officers and Consuls abroad.

Section 6, Act 1863. Cabin passengers to be included in lists. Section 17, Act 1855. Lists of additional passengers embarked after clearance also to be delivered.

Section 18, Act 1855, and Section 7, Act 1863. Penalty on stowaways and those aiding them.

Section 19, Act 1855. All passenger ships to be surveyed. Appeal from Surveyor's report.

Section 20, Act 1855. Regulations as to beams and decks.

Section 21, Act 1855. Regulations as to arrangement and size of berths.

Section 22, Act 1855. Berthing of passengers. Single men to be in a separate compartment. Sexes to be berthed separately, except husband and wife, or children under 12 years.

Section 23, Act 1855. Berths not to be removed until passengers landed.

Section 24, Act 1855. Hospitals.

Section 25, Act 1855. Privies. Section 26, Act 1855. Light and ventilation. Section 27, Act 1855. Anchors, night si Anchors, night signals, fire-engines, compasses, buoys, chronometers to be carried. Provisions regarding boats from beginning of Section to words "immediate use at sea," repealed by Merchant Shipping (life saving and appliances) Act, 1888.

Section 28, Act 1855. Manning.—Appeal against Emigration Officer's judgment as to efficiency of crew.

Section 29, Act 1855. Articles dangerous or injurious to health prohibited as cargo or ballast. Stowage of cargo and stores.

Section 8, Act 1863. Cattle in limited numbers and under certain

conditions may be carried.

Section 30, Act 1855. Computation of voyages for sailing and steam vesels. Board of Trade may declare length of voyage in certain cases.

Section 31, Act 1855. Provisions and water for passengers and crew to be surveyed by Emigration Officer. Like articles of both to be of equal quality. Additional water for cooking.

Section 32, Act 1855. Emigration Officer may mark and direct

bad provisions to be landed.

Section 33, Act 1855. Water casks and tanks.

Section 34, Act 1855. Proviso for touching at intermediate ports to fill up water.

Section 35, Act 1855. Dietary scale.

Section 9, Act 1863. Full issue of lime juice imperative only in tropics.

Section 10, Act 1863. Soft bread may be substituted for other bread-stuffs.

Section 36, Act 1855. Size of messes. Provisions to be issued daily before two o'clock, and such as require cooking in a cooked state.

Section 37, Act 1855. Board of Trade may authorise use of alternate dietary scale.

Section 38, Act 1855. Passengers' stewards,

Section 39, Act 1855. Cook and cooking apparatus.

Section 40, Act 1855. In what cases interpreters must be carried. Section 41, Act 1855. In what cases a medical man must be carried.

Section 42, Act 1855. Qualification of medical men.

Section 43, Act 1855. Medicines and medical comforts.

Section 44, Act 1855. Medical inspector of passengers and medicines, &c. Proviso where no medical inspector can be obtained.

Section 45, Act 1855. Re-landing sick passengers.

Passengers' Rights before, during, and after the voyage.

Section 46, Act 1855. Return of passage money to sick passengers re-landed.

Section 11, Act 1863. Return of half-passage money to sick cabin passengers re-landed.

Section 47, Act 1855. Subsistence money to be paid to passengers

so re-landed. Section 48, Act 1855. Return of passage money if passage not

provided according to contract. Section 49, Act 1855. Subsistence money in case of detention.

Stores to be replenished when ships put Section 50, Act 1855. back, and report to be made immediately to Emigration Officer.

Section 14, Act 1863. Passengers' rights in case of wreck or

other disaster off the coast. They may be landed for the ship to be repaired.

Section 52, Act 1855. The Secretary of State, Governor or Consul may pay expenses of taking off passengers at sea.

Section 15, Act 1863. Governors or Consuls may send on to their destination shipwrecked passengers, if the master of the ship fail to do so.

Section 16, Act 1863. Expenses incurred under last two sections to be a Crown debt.

Section 55, Act 1855. Insurance of passage-money not to be void on account of nature of the risk.

Section 56, Act 1855. Passengers not to be landed elsewhere than at destination.

Section 57, Act 1855. Passengers to be maintained 48 hours after arrival.

Section 58, Act 1855. Passengers' right of action preserved.

Miscellaneous Provisions.

Section 59, Act 1855. Rules may be prescribed by order in council for health, cleanliness, and ventilation.

Section 60, Act 1855. Surgeon and master to enforce such rules. Section 61, Act 1855. Copy of Act and extract of Order in Council to be kept and exhibited on board.

Section 62, Act 1855. Sale of spirits on the voyage prohibited.

Section 63, Act 1855. Bond to the Crown by master, &c., in duplicate.

Section 17, Act 1863. Bond when owner, master, or charterer resides abroad.

Section 64, Act 1855. Counterpart of bond to be forwarded to

Section 65, Act 1855. In the absence of agreement to the contrary the owner to be responsible in respect of any default in complying with requirements of Act,

Passage Brokers.

Section 66, Act 1855. No passage broker to act without a license.

Section 67, Act 1855. How passage brokers' licenses may be obtained (bond with two sureties), and how forseited.

Section 69, Act 1855. Passage brokers to employ no agents except in writing.

Section 70, Act 1855. Penalty on persons fraudulently inducing

others to engage passengers.

Section 71, Act 1855. Contract tickets to be given to cabin as well as other passengers, and to be without stamps.

Section 72, Act 1855. Penalty for altering or inducing any

person to part with contract ticket. Section 73, Act 1855. Summary remedy for breach of regula-

tions in contract ticket provided. Section 74, Act 1855. Penalty on cabin passengers and masters,

&c., omitting to produce contract tickets.

Section 75, Act 1855. Penalty on persons acting as "emigrant runners" without licence and badge, and on those employing them Section 76, Act 1855. Mode of licensing and registering "runners."

Section 77, Act 1855. "Emigrant runner's" licence to be re-

newed annually.

Section 78, Act 1855. Penalty on "runners" for certain acts of misconduct, and on persons using "runner's" badges not lawfully issued to them.

Section 79, Act 1855. Fresh badges may be obtained in case of loss or mutilation of old ones.

Section 80, Act 1855. Runners not entitled to commission from any passage broker unless acting with his authority, nor from emigrants for procuring them passages.

Section 81, Act 1855. List of runners to be exhibited by brokers, and sent to Emigration Officers.

Section 82, Act 1855. Trustees of docks may pass bye-laws for regulating landing and embarkation of emigrants, and for licensing emigrant porters. Bye-laws to be approved by Secretary of State.

Section 83, Act 1855. Penalty for falsifying documents to obtain passages from the Board of Trade; for falsely assuming to act as their agent; and on personation.

Clauses Relating to Penalties and Procedure.

Section 84, Act 1855. By whom penalties and compensation monies to be recovered.

Section 85, Act 1855. Tribunals for adjudicating on offences and complaints under the Act.

Section 86, Act 1855. Police and stipendiary magistrates, and in Scotland sheriffs, &c., have the same power as justices of the peace. Section 87, 1855. No objection allowed or conviction quashed for want of form.

Section 88, Act 1855. Application of penalties; compensation thereout may be given to party aggrieved.

Section 89, Act 1855. Burden of proof lies on persons claiming exemption from Act. Proof of negatives.

Section 90, Act 1855. Proof of being Government Emigration Officer.

Section 91, Act 1855. Passengers to be competent as witnesses.

Tender of amends. Section 92, Act 1855.

Section 93, Act 1855. Limitation of actions against officers executing these Acts.

Section 94, Act 1855. Limitation of legal proceedings generally.

Voyages from the Colonies.

Section 95, Act 1855. Colonial voyages defined.

Section 96, Act 1855. Extension of Act to "Colonial voyages,"

with exceptions.

Section 97, Act 1855. Governors may proclaim length of voyages, with scale of diet, medicines, &c. Copy of such proclamation to be evidence and enforceable in any part of British dominions. Section 98, Act 1855. Provision for survey of ships and appoint-

ment of surgeons in the Colonies.

Section 99, Act 1855. Governor-General of India may adopt the Act.

Voyages to the United Kingdom.

Section 100, Act 1855. List of passengers brought into the United Kingdom to be delivered to an Emigration Officer, by whom returns of births and deaths at sea are to be made to Registrar-General.

Section 101, Act 1855. Number of passengers limited by tonnage and space, as in the case of passenger ships from the United Kingdom. Section 102, Act 1855. Provisions and water to be issued to

passengers brought into the United Kingdom.

Appendix to Acts.

Sections 5, 6, and 7, Act 1872. Transfer of administration ot Passenger Acts to Board of Trade by Sections 5, 6, and 7 of Merchant Shipping Act, 1872.

Passengers' Amendment Act 1870. Conveyance of naval and

military stores authorised in passenger ships.

Copy notice in London Gazette of June 7, 1864, reducing declared length of voyage for certain steamers to North America.

Copy notice in London Gazette of June 9, 1882, amending entire

scale for computation of voyages.

Copy notice in London Gazette of April 29, 1856, authorising shipowners to use another victualling scale instead of scale B in section 35 of Passenger Act, 1855.

Order in Council of August 9, 1866, requiring ships with fifty

passengers to carry a surgeon on any voyage.

Order in Council of February 3, 1863, for preserving order in passenger ships to Victoria carrying as many as ten unprotected females.

Order in Council of January 7, 1864, for promoting order and

health in passenger ships.

Order in Council of June 28, 1875, respecting distilling apparatus

in passenger ships.

Section 37, Act 1874. As to registration of births and deaths at sea. Entry by master in official log book, and copy of same to be delivered to Registrar-General of Births and Deaths.

Suggestions by Board of Trade in official notice to masters of emigrant ships respecting boats and fire at sea (see Merchant Ship-

ping Life Saving Appliances Act, 1888).

Sections 18, 19, and 20 of the Merchant Shipping Act, 1876. Provisions against double survey of passenger ships. Survey of foreign passenger steamer or emigrant ship. Power of Board of Trade to modify Passengers' Acts as to food, space, and accommodation in emigrant ships.

DIGEST OF MERCHANT SHIPPING ACTS. MERCHANT SHIPPING ACT, 1854.

PART I.—Powers of Board of Trade and its Officers.—Sections I to 16. Board of Trade has superintendence of all matters relating to merchant ships and seamen. Board to issue all instruments for carrying Act into effect, which are exempted from stamp duty. Renalty for forging seal and for fraudulent substitution of forms, &c. All fees and payments received by Board of Trade to go to Mercantile Marine Fund, and all fines to Consolidated Fund. Powers to Board's officers, including superintendents of mercantile marine offices, customs officers, and consuls to muster crews and inspect ship's papers. Board of Trade inspectors may report upon accidents or damage, &c., examine witnesses on oath, and inspect documents. Penalties for non-compliance and obstruction.

PART II.—Deals with British Ships—their Ownership and Registry.—Sections 17 to 29. Application of this part of Act to all Her Majesty's dominions. Ownership of British ships to be vested in British subjects or naturalised citizens, or bodies corporate legally established. British ships to be registered with following exceptions:

—(1) Those registered before operation of Act. (2) Ships not exceeding 15 tons burthen employed in the coasting trade of United Kingdom, or in British possessions where managing owners reside. (3) Ships not exceeding 30 tons burthen without whole or fixed deck, and employed solely in fishing or trading within waters of British North America as defined. Ships not legally registered not entitled to recognition as British ships and not permitted to proceed to sea.

Rules for Measurement of Tonnage.—Computation of areas, allowances, ships measured, under Rule II., with cargo on board for purposes other than registry, ascertained tonnage to be deemed correct until remeasurement. Remeasurement of registered ships may be made, but not compulsory. Remeasurement of engine rooms improperly extended, provided. See Merchant Shipping (Tonnage) Act, 1889.

Registry of British Ships.—Sections 30 to 33. Registrars in United Kingdom and British possessions are the collectors and principal officers of customs; in Crown Colonies, governors. Application for registry and prior survey. Declaration of ownership by individuals and body-corporate. Penalty on builder for false certificate. No notice taken of trusts.

Certificate of Registry.—Sections 44 to 54. Certificates of Registry to be granted. Changes of owners and masters to be endorsed. Power to grant new certificate provided. Provision in case of loss. Provisional certificates to be delivered up. Custody of certificate. Delivery may be required under penalty for detention. Legal proceedings. Penalty for using improper certificate. Certificates of ships lost or ceasing to be British to be delivered up, &c.

Transfers and Transmissions.—Sections 55 to 65. Transfer of

Transfers and Transmissions.—Sections 55 to 65. Transfer of ships or shares therein. Declaration by transferee. Registration of transfer. Transmission of shares by death, bankruptcy, and marriage with necessary proof. Unqualified owners entitled by transmission

may apply to Court to sell ship. Power of Court and limit of time for application.

Mortgages.—Sections 66 to 108. Mortgages of ships and shares. Rights of mortgages and their priority. Certificates of mortgages and sales and rules applicable thereto. New registry and transfer of registry provided on change of ownership. Penalties for forging certificates and for false declaration of national character of ship.

PART III. - Masters and Seamen.

Local Marine Boards.—Section 109.—Application of this part of Act. Sections 110 to 121.—Establishment of Local Marine Boards at ports where already in existence, and at such other ports as Board of Trade appoint. Election of members. Owners of foreign-going or home trade passenger ships have one vote for every 250 tons of shipping. Maximum number of votes to be ten for any one person. Voting powers of joint owners. List of voters to be kept by Collector of Customs, and revised every three years. Persons entitled to vote are only entitled to election. Board of Trade may appoint nominees on Board.

Mercantile Marine Offices.—Section 10 of Merchant Shipping Act, 1873, changes name of "Shipping Offices." Sections 122 to 130.—Establishment of shipping offices at Local Marine Board ports. Local Marine Boards may appoint and control officials of those offices, but their number and salaries controlled by Board of Trade. Business of these offices to be the engagement and discharge of seamen, securing their presence on board, and facilitating sea apprenticeships, &c. Penalties against officials for misconduct. Board of Trade may conduct business of these offices at Custom Houses, where no Local Marine Boards exist, and at Sailors' Homes in London under their direct control.

Examinations and Certificates of Masters and Mates.—Sections 131 to 140. Examinations are instituted for masters and mates for certificates of competency. Local Marine Boards, where established, conduct examinations and appoint examiners under sanction and regulations of Board of Trade. Powers of Board of Trade to grant certificates of service to officers of certain rank in navy, and to others.

Certificated Officers necessary in certain Ships.—Foreign-going ships and home trade passenger ships, before proceeding to sea from United Kingdom, must each have a master possessing an appropriate certificate of competency or service. In addition, a foreign going ship must have the first and second mates, or only mate, as the case may be, and in a home trade passenger ship the first or only mate, as the case may be, possessed of an appropriate certificate of competency or service. Ships of 100 tons burthen or upwards shall not go to sea unless at least one officer besides the master possesses a certificate as only mate, or one of a higher grade. Penalties for non-compliance and against persons for fraud. Certificates for foreign-going ships are available for home trade passenger ships. Authority of Registrar-General of Seamen as to granting, cancellation, and record of certificates and duplicates.

Apprenticeships to the Sea Service.—Sections 141 to 145. Superintendents of Mercantile Marine to bind apprentices and charge fees. Indentures of boys bound by guardians or overseers of the poor to be witnessed by two justices. All indentures exempt from stamp duty. Execution must be in duplicate, and registration necessary

at a Mercantile Marine Office within seven days after date. Assignments, desertions, cancellations, deaths, also to be reported. Apprentices to be brought before superintendent before each voyage in

a foreign-going ship, and indentures produced.

Engagement of Seamen.—Sections 146 to 167. Board of Trade may license persons to procure seamen. Penalty against unlicensed persons supplying seamen (£20), and against employment of unlicensed persons, or receiving seamen illegally supplied (£20): penalty for receiving remuneration from seamen for shipping them, £5.

Agreements with Seamen.—Masters of every ship, except of ships less than 80 reg. tons employed in the coasting trade, must have agreements with their crews in the form sanctioned by the Board of Trade. Colonial ships may have agreements according to the law of their own possessions. All foreign-going British ships must have their agreements signed in the presence of a superintendent of Mercantile Marine. Agreements to be in duplicate, one copy being retained for Registrar-General of Seamen. Substitutes in the place of men who have signed, but have not kept their engagements from unforeseen causes, should, where practicable, be engaged at Mercantile Marine Office, but, if otherwise, should have the agreement

read, and their signatures therein attested by a witness.

Running Agreements. - Foreign-going ships making voyages averaging less than six months may have running agreements; those must expire on the next following 30th June or 31st December, or on first arrival at port of destination in United Kingdom after such date, or upon discharge of cargo consequent upon arrival. Changes in crew on these agreements must be made at Mercantile Marine Office. Indorsement on agreement by master, necessary that all such changes have been duly made, and penalty for false endorsement, £20. Home trade ships not compelled to sign agreements at Mercantile Marine Office, but the agreement must be duly read, and the signatures of the crew attested by a witness before vessel puts to sea, or as soon after as possible. Shipping a seaman without obtaining due execution of agreement, is an offence entailing a penalty of £5 against master; like penalty provided against master or owner in case of a home trade ship. Changes in crews of foreign-going ships shall be reported by master before leaving United Kingdom, to nearest superintendent, under a penalty of £5. Seamen engaged in Colonies to be shipped before Shipping Master or Officer of Customs. Seamen engaged abroad must be shipped by the master before Consul, under a penalty of £20. Certificates of competency or service of master and necessary officers must be produced at Mercantile Marine Office on engagement, before outward clearance granted.

Deposit of Agreements.—Agreements of foreign-going ships to be delivered at Mercantile Marine Office within 48 hours after arrival in United Kingdom, or upon discharge of crew, whichever first happens. Certificate of delivery or inward clearance (BB) then

granted; penalty provided for non-delivery.

Home Trade Agreements.—Not to extend beyond next following 30th June, or 31st December, or first arrival in United Kingdom after such dates, or on discharge of cargo consequent upon such arrival; home trade Agreements to be delivered to superintendent within 21 days after the dates of each half-year above. CC clearance then granted. In home trade passenger ships the production of the necessary certificate of master and officers also necessary. A

penalty of £5 incurred for default. Alterations in agreements void unless attested and made with consent of all parties. Falsifying agreement a misdemeanour. A copy of agreement must be made and put where accessible to crew at commencement of voyage, under a penalty against master of £5. Seamen discharged before voyage after signing agreement, entitled besides any wages earned. to compensation not exceeding one month's wages.

Allotments of Wages. - Sections 168 to 169. Regulations as to grant of allotment notes. Allotment notes may be sued on summarily by certain relatives of seamen. (See also M.S. Act, 1880,

section 3.)

Discharge and Payment of Wages.—Sections 170 to 176. (See also M.S. Act, 1880, section 4.) Discharge of seamen in foreigngoing ships to be before Superintendent of Mercantile Marine, master to deliver account of wages to each seaman. On discharge, master to give seamen certificates of discharge, and return certificates of competency or service to officers. Superintendent may decide questions referred to him by parties in disputes, his decision being final. Settlement of wages and signatures to release. Master to make reports of character of seamen.

Remittances of Wages and Savings Banks.—Sections 177 to 180. (See also M.S. Act, 1880, section 3.) Facilities by Board of Trade for remitting seamen's wages, allotment money, and establishment

of savings banks at Mercantile Marine Offices.

Legal Rights of Seamen to Wages.—Sections 181 to 187. Legal rights to wages under different circumstances defined, period within

which to be paid. (See also M.S. Act, 1880, section 4.)

Mode of recovering Wages.—Sections 188 to 191. Seamen may sue in a summary manner before justices except where sum amounts to over £50, when proceedings must be in a superior court. Masters' remedies for recovery of wages same as seamen's.

Relief to Seamen's Families out of [Poor Rates.—Sections 192 to 193. Relief to seamen's families chargeable against wages, and notice to be given by owner and charge to be enforced on return of

Wages and Effects of Deceased Scamen.—Sections 194 to 204. Master to take charge of effects and pay, and hand over same with wages to Consul or Superintendent of Mercantile Marine. Accounts to be rendered and penalties for neglect. Administration of estates of deceased seamen by Board of Trade. Mode of payment under wills and provision for payment to creditors, &c. wages go to Consolidated Fund. Unclaimed

Leaving Seamen Abroad.—Sections 205 to 213. Seamen discharged abroad to receive proper certificate of discharge before Consul, and to be sent home at owner's expense. Forcing seamen on shore a misdemeanour. No seaman to be left abroad without certificate of some functionary. Wages to be paid when seamen left behind on ground of inability, such wages to be treated as money due to seamen, subject to payment of passage and subsist-Distressed seamen may be sent home at public ence home. expense, and masters of ships compelled to take them.

Volunteering into the Navy.—Sections 214 to 220. Conditions under which seamen are allowed to leave their ships in order to enter the Navy, and regulations as to payment of wages to Queen's officer

on account of such seamen, &c.

Provisions as to Health and Accommodation.—Sections 221 to

230. Survey of provisions and water on complaint provided. Allowance for short provisions. Weights and measures to be kept by masters. Expenses of medical attendance in cases of illness and death. Inspectors of medicines how appointed. Expenses of injury, illness, hurt, &c., if paid by Consul are recoverable from owner. Medicines to be carried in ships.

Power of making Complaint.—Section 232. Seamen to be

allowed to go on shore to make complaint before a justice.

Protection of Scamen from Imposition.—Sections 233 to 238. Charges against seamen's wages invalid. Debts recoverable. Penalties against persons going on board without permission (see also M.S. Act, 1880, section 5). Penalty for solicitations by lodging-house keepers.

Discipline.—Sections 239 to 259. Offences on board ship defined with penalties attached. Removal of masters. Power of Board of Trade or Local Marine Boards to investigate charges of incompetency or misconduct against officers, and cancel or suspend certificates of competency or service. Desertion or refusing to join (see also M.S. Act, 1880, section 10). Acts of smuggling or embezzlement. Entry of offences to be made in official log and read over to offenders. Deserters may be arrested and sent on board. Proof of desertion. Cost of imprisonment to extent of £3 chargeable against wages. Forfeiture of wages and how applied. Fines to be deducted from wages and paid to superintendents. On change of masters all documents to be handed to successor.

Crimes committed on the High Seas and Abroad.—Sections 267 to 270. Offences of seamen abroad. Conveyance of offenders and witnesses to United Kingdom or British Possessions. Inquiry into cause of death provided and nature of evidence.

Registration of and Returns respecting Seamen.—Sections 271 to 279. Register Office of shipping and seamen established at Port of London. Delivery of lists of crew for foreign-going ships at Mercantile Marine Office within 48 hours after arrival. Lists of crews in home-trade ships to be delivered within 21 days after termination of each 30th June and 31st December. Lists to be delivered in case of transfer or loss. Lists of crew to be deposited at Custom Houses and Consulates when vessels are abroad.

Official Logs.—Sections 280 to 287. Official logs to be kept in form sanctioned by Board of Trade. Entries to be made in due time therein. Entries as to convictions, offences, punishments, conduct of crew, illnesses and injuries, deaths, births, marriages, quitting of ship, wages of deceased seamen and sale of their effects, collisions, &c., necessary. Entries how to be signed. Penalties for not keeping official log and neglecting to make entries. Delivery of official logs at end of voyage, or in cases of transfer, or loss of ship, necessary.

East Indies and Colonies.—Section 288 to 290. Provisions of Act by East Indian and Colonial Governments to their own ships may be enforced throughout the Empire, and conflict of laws.

PART IV .- Safety and Prevention, or Accidents.

Sections 291 to 326. Sections 292, 293 and 294, regarding boats carried by sea-going ships, repealed by Merchant Shipping (Life Saving and Appliances) Act of 1888, except so far as they relate to sea fishing boats, registered under Sea Fisheries Act, 1868. Equipment of steamships defined, and survey of passenger steamships.

Passenger steamships when to be surveyed. Powers of surveyors and nature of inspection. Passenger certificates and power of Board of Trade to cancel or grant. Penalty for carrying passengers in excess of number specified in certificate. Twelve persons allowed to be carried in any ship other than the master and crew, the owner, and his family and servants, without certificate. (See Merchant Shipping Act, 1876, section 16.) Offences against Act.

PART V .- Pilotage. (See also Merchant Seamen's Pilotage Act, 1889).

Sections 330 to 338. This part of Act applies to United Kingdom only. General jurisdiction of Pilotage Authorities and power to exempt from compulsory pilotage. Regulations as to grant of licences and certificates, and to alter and reduce rates as well as limits of pilotage districts. Power to make bye-laws, reserving liberty of persons aggrieved to appeal to Board of Trade to rescind or annul same. Pilotage authorities to make full returns to Board of Trade of particulars of pilotage. Power to transfer powers of local authorities in case of their failure to Trinity House. Masters and mates may, if examined and passed, be licensed to pilot particular ships. Pilot boats to be licensed and marked with certain characteristics. Pilot licences to be registered, and delivered up when required or on death.

Compulsory Pilotage. - Mode of enforcement and penalties. Home trade passenger ships to employ qualified pilots, unless they have certificated masters and mates. Mode of granting certificates as pilots to masters and mates.

Rights, Privileges, and Remuneration of Pilots.—Penalties for receiving or offering improper rate. Allowances. Penalties for unqualified persons acting. Occasions when unqualified persons may act in absence of licensed pilot or when ship in distress. Offences of pilot for misconduct, &c. Trinity House powers. alter regulations and appoint sub-commissioners, &c. Compulsory pilotage in London district. Penalty on masters failing to display usual signal-flags passing Dungeness. Exemptions of certain ships not carrying passengers from compulsory pilotage in London and Trinity House outport districts. Rates of pilotage (Trinity House) and payments to be made to pilot fund (Trinity House).

PART VI.—Lighthouses.

Management of Lighthouses.—Sections 389 to 416. Buoys and beacons to be in control of Trinity House, Commissioners of Northern Lighthouses, &c. Powers of inspection granted in Scotland and

Ireland. Board of Trade possess powers to inspect.

Light Dues.—Power to levy. Dues subject to revision by Her Majesty in Council. Ship not to be cleared without production of receipt for light dues. Power to lighthouse authorities to erect lighthouses, buoys and beacons, and collect dues therefor.

Surrender of Local Lighthouses .- May be surrendered to general

lighthouse authorities.

Damage to Lights, &c.—Penalty for injuring £50.

Prevention of False Lights .- Power to prohibit; and, if not obeyed, power to abate.

PART VII.—Mercantile Marine Fund.

Sections 417 to 431 (see also Mercantile Marine Fund Act, 1884). Sums to be carried to Mercantile Marine Fund and application thereof. Fund includes light dues and all sums and fees received by Receivers of Wreck in Part VIII. of Act. Power of Treasury to advance money for lighthouse purposes. Board of Trade may borrow on credit of Fund. Lighthouse authorities to account for moneys to Board of Trade. Ships of lighthouse authorities exempt from harbour dues.

PART VIII .- Wrecks, Casualties, and Salvage.

Sections 432 to 501 (see also Merchant Shipping Act, 1876). Inquiries into wreck. Inquiries may be instituted. Formal investigation before justices. Stipendiary magistrates' powers. Certificates of competency or service of officers may be required to be delivered up until close of inquiry.

Appointments and Duties of Receivers of Wreck.—Board of Trade given powers to appoint. Powers of Receiver in case of accidents. All articles washed ashore to be delivered to Receiver. Powers to suppress plunder and disorder. General powers in cases of distress. Power to examine on oath and obtain declarations. Persons finding wreckage to deliver up same and give notice. Powers of seizure of wreckage.

Salvage.—Salvage payable in respect of services in the United Kingdom. Board of Trade may pay salvage in respect of preservation of life out of Mercantile Marine Fund. Settlement in case of dispute left to Justice of Peace where amount is not above £200, above this sum to Court of Admiralty in England or Ireland and Court of Session in Scotland. Payment apportionment and method of enforcing salvage moneys. Unclaimed wreck to be sold; also to be given up to Lord of Manor in certain cases. Jurisdiction of High Court of Admiralty and offences in respect of wreck. Salvage by Her Majesty's ships not allowable in respect to risk of Her Majesty's property. Admiralty must consent before claim by naval ships for salvage. Voluntary agreements may be made effective. (See also 27 and 42.)

PART IX.—Liability of Shipowners.

Sections 502 to 516. Applies to all Her Majesty's dominions. Limitation of liability. Owner not liable in respect of certain articles. Provision for separate losses.

Mode of Procedure.—In cases of loss of life or personal injury. Power of Board of Trade in proceedings. If Board of Trade decline to institute proceedings, individuals may bring actions. Proceedings in case of several claims on owner, &c., &c.

PART X.—Legal Procedure.

Sections 517 to 543. Punishment of offences and recovery of penalties. Stipendiary magistrate to have same powers as two justices. Offence deemed to have been committed where same arose, or where offender may be. Jurisdiction over ships on the coast. Service of summons or other document good if personal or on board ship. Distress on ship for sums ordered to be paid. Limitation of time in summary proceedings. Power to arrest foreign ship given in case of damage. Power to detain ships in certain cases before application made to Judge of Admiralty.

Legal Procedure in Scotland.—Offences, complaints, evidence, and penalties defined.

PART XI .- Miscellaneous.

Sections 548 to 551. Contracts may be made with natives in India, binding them to go to Australia, and thence to serve in other ships of United Kingdom. Sailors' Homes. Corporations may grant sites for sailors' homes. Colonial Legislatures may alter provisions of Act. Expenses incurred by Commissioners of Customs in suits or prosecutions under this Act may be paid out of Consolidated Fund.

MERCHANT SHIPPING (AMENDMENT) ACT, 1855.

An Act to facilitate erection and maintenance of Colonial lighthouses. Gives power to fix dues, to be levied with consent of Colonial Legislature. Extends powers of relieving destitute seamen to Colonies, as provided under Part III. of Merchant Shipping Act, 1854. Power of relief to destitute Lascar seamen, &c.

Seamen's Savings Bank Act, 1856.

Power to Board of Trade to establish savings banks for seamen, and to constitute Mercantile Marine offices branch savings banks. Commissioners for Reduction of National Debt to receive deposits and pay interest. Board of Trade to make regulations for conduct of banks. Punishment for forgery or for false representations in order to obtain deposits or interest. Mode of criminal proceedings. (See also Merchant Shipping Act, 1880, section 3, as to payment of allotments to savings banks by seamen.)

MERCHANT SHIPPING ACTS, &C., AMENDMENT ACT, 1862.

Sections 3 to 4. Equities not excluded by Merchant Shipping Act, 1854. Tonnage rates under local Acts may be levied on the registered tonnage.

Certificates for Engineers.—Sections 5 to 12 (see also Part III. Merchant Shipping Act, 1854). Steamships to carry certificated engineers. A foreign-going steamship, if over 100 nominal horse power, must have two engineers: the first possessing a "first-class certificate," the second a "second-class certificate," or one of a higher grade. Every foreign-going steamship of less than 100 nominal horse power shall have an engineer possessing a "second-class engineer's certificate," or one of a higher grade. Every sea-going home trade passenger steamship must have as its only or first engineer an engineer possessing a "second-class certificate," or one of a higher grade. Examinations for engineers' certificates of competency instituted under Board of Trade. Power of Board of Trade and Local Marine Boards to investigate charges of misconduct against engineers and cancel or suspend certificates.

Masters and Seamen.—(See also Part III. of Merchant Shipping Act, 1854.) Sections 13 to 38. Part III. of Act to apply to fishing boats, lighthouse vessels, and pleasure yachts, with certain exceptions. Title of shipping masters in principal Act of 1854 changed to super-intendents, and term "shipping offices" to "mercantile marine offices." Punishment for embezzlement in mercantile marine offices provided. Payment of wages to seamen abroad under Section 209 of principal Merchant Shipping Act, 1854, may be made by Bill under certain circumstances.

Deceased Seamen's Wages.—Board of Trade have power to recover from owner same as wages earned. Ships not heard of within 12

months to be deemed lost. Relief of distressed seamen to be regulated by Board of Trade. (See Sections 211 and 212 of Act of 1854.)

Cancelling Certificates of Masters, Mates, and Engineers.—Power of cancelling rests with Court that hears case. Certificate to be

delivered up under penalty when suspended or cancelled.

Safety.—Sections 25 to 38. Regulations re lights. Fog signals and sailing rules. Regulations to be published, and masters and owners bound to obey them. Breach of regulations to imply wilful default of person in charge. Board of Trade surveyors have power to inspect for enforcing regulations. Rules for harbours under Local Acts to be in force. In collisions one ship bound to assist other. Surveys of steamers and penalties provided against passengers and others for misconduct.

Pilotage.—(See also Merchant Seamen's Pilotage Act, 1889.) Sections 39 to 42 (see also Part V. Merchant Shipping Act, 1854). Powers of local authorities to exempt from compulsory pilotage. Provisional orders of Board of Trade may transfer pilotage jurisdiction and make arrangements as to rates and districts. &c.

diction and make arrangements as to rates and districts, &c.

Lighthouses.—(Part VI., M.S. Act, 1854.) Sections 43 to 48.

Lights under local authorities to be inspected by Trinity House and other general authorities. Liability for and recovery of light dues

provided. Application of accounts and dues.

Wreck and Salvage.—(See Part VIII. M.S. Act, 1884.) Sections 49 to 56. Summary Jurisdiction Act extended in small salvage cases. Receiver may appoint a valuer. Crown rights to wreck unclaimed provided.

Liability of Shipozmers.—(See also Part IX. of M.S. Act, 1854.) Sections 54 to 56. Shipowners' liability limited in being answerable for damage for loss of life or personal injury to extent of £15 for each ton of his ship's tonnage; nor in respect of loss or damage to ships' goods or merchandise beyond £8 per ton (registered tonnage). Proof of passengers on board ship may be accepted from master's list or duplicate list under "Passengers' Act, 1885."

Arrangements concerning Lights, Sailing Rules, Salvage, and Measurement of Tonnage in case of Foreign Ships.—Sections 57 to 64. Foreign ships in British jurisdiction subject to regulations for preventing collisions at sea. Power of foreign Powers to adopt regulations which may be applied to their ships on high seas. Provisions concerning salvage applicable to foreign Powers with their consent. Foreign countries adopting British measurement need not be remeasured in this country. Orders in Council and their effect.

not be remeasured in this country. Orders in Council and their effect. Delivery of Goods and Lien for Freights.—Sections 66 to 78. Interpretation of terms. Power of shipowners to enter and land goods in default of entry and landing by owner of same. If when landed and shipowner gives notice his lien for freight continues. Lien may be discharged on payment of freight. Warehouse owner may sell goods by public auction after 90 days, if freight not discharged. How sale of goods effected and application of proceeds.

Schedule to Act, Table A, Enactments repealed. Table B, Fees chargeable on examination of Engineers. Table C, Regulation for

preventing collisions at sea.

MERCHANT SHIPPING ACT, 1867.

Medicines, Medical Stores, and Anti-Scorbutics.—Lime or lemon juice and other anti-scorbutics are to be provided and kept on board certain ships, viz.:—All foreign-going ships, except those bound to

European ports or Mediterranean, and those bound to eastern coast of North America, north of 35th deg. of N. latitude. Lime and lemon juice and sugar to be served out daily at the rate of an ounce per day to each member of crew Penalty provided against seamen for refusal to take same. Medicines and medical stores to be kept on board all ships being navigated between the United Kingdom and places outside it, according to Board of Trade pub-lished scale. Lime or lemon juice to be obtained from bonded warehouse, and to be of due strength, and properly inspected. Penalty provided for selling medicines of bad quality, &c. Seamen's expenses in case of illness through neglect of owner or master to be paid by them. Seaman forfeits his wages when illness is caused by his own default.

Accommodation of Seamen on Board British Ships .- Seventy-two cubic feet to be allowed for each man, and not less than twelve superficial feet of measurement on deck or floor, and to be properly constructed and clear.

Rules for Medical Inspection of Seamen .- Board of Trade or Local Marine Board may appoint medical inspector at any port who may examine seamen seeking employment on the application of master or owner. Jurisdiction over offences committed by British subjects on board foreign ships.

MERCHANT SHIPPING ACT, 1871.

Ship's draught of water to be recorded by master in Section 5. official log book on leaving docks, ports, or harbours.

Rules to be Observed in Naming Ships .- Ship's name to be described according to that which she is registered. Penalties provided for breach of Act (£100).

Change of Name.—Application to change name must be made to

Board of Trade.

Masters and Seamen.—(See Part III. of Merchant Shipping Act, 1854.) Sections 7 and 8. Survey of a ship alleged to be unseaworthy -in proceedings against seamen or apprentices for desertion or refusing to join-may be demanded by one-fourth of the men belonging thereto, if unseaworthiness, overloading, &c., is alleged. If the number of seamen exceed 20 this survey may be demanded by not less than 5 such seamen. Board of Trade or other surveyor may act at discretion of Court hearing case. Naval Courts may direct a survey of any ship which is the subject of proceedings before them.

Safety.—(See Part IV. Merchant Shipping Act, 1854.) In collisions, masters of vessels to give name and port of registry of

each vessel to each other.

MERCHANT SHIPPING ACT, 1872.

Measurement. - Sections 3 and 4. Transfer to Board of Trade of duties of Custom Officers with respect to measurement of ships : and to Registrar-General of Seamen of duties with respect to registry of ships.

Passenger Ships.—Sections 5 to 8. Transfer to Board of Trade of powers of Emigration Commissioners. Annual survey of

passenger steamers provided.

Pilotage. - Powers of Trinity House in connection with pilotage

laws and rates in certain districts.

Chain Cables.—Fees and expenses in relation to testing by Trinity House to be charged on Mercantile Marine Fund, &c., &c.

THE MERCHANT SHIPPING ACT, 1873.

Registry Marks.—Sections I to 6. (See Part II. Merchant Shipping Act, 1854.) British ships for future to be marked with name on each of her bows, and name and port of registry on stern; scale of feet indicating draught of water to be marked on each side of stem and stern posts. Board of Trade have power to exempt certain classes of ships. Penalty against owner or master provided for non-compliance. Particulars of clear side to be recorded as well as draught of water. (See Merchant Shipping Act, 1871, section 5.) Foreign ships not to be placed on British register without consent of Board of Trade. Reductions on re-registration of abandoned ships.

Masters and Seamen.—(See Part III. Merchant Shipping Act,

1854.)

Agreements with Seamen.—Sections 7 to 10. Instead of stating nature and duration of voyage as required by section 249 of Act of 1854, may state maximum period and places where voyage not to extend. Compensation to seamen for unnecessary detention on charge of desertion provided. Power of Board of Trade to establish mercantile marine offices, and to hold examinations at ports where no local marine Board exists. Power of Board of Trade to vary requirements as to boats. Duties of masters in collision, and failure to render assistance or give names of vessels rendered a misdemeanour, &c. Signals of distress, and signals for pilots—penalty for not displaying or improperly using. Right to use private signals on registering same. Notice of apprehended loss to be given to Board of Trade under penalty. Restrictions on carriage of dangerous goods, and forfeiture of same. Section 15, repealed by Merchant Shipping (Life Saving and Appliances) Act, 1888.

Miscellaneous.—Sections 29 to 33. Fees in respect of surveys payable to Board of Trade. Board of Trade in legal proceedings

may sue in name of any of their officers, &c.

MERCHANT SHIPPING ACT, 1876.

Unseaworthy Ships.—Sections 4 to 12. Sending an unseaworthy ship to sea a misdemeanour. Obligation of shipowner to crew to secure seaworthiness. Power of Board of Trade to detain unsafe ships, and procedure for such detention. Constitution of Court of Survey for appeals. Procedure and powers of Courts of Survey. Liability of Board of Trade and shipowner for costs and damages. Power to require from complainant security for costs. Powers of detaining officers, and supplemental provisions as to detention of ships.

Foreign Ships Overloading.—Section 13. Application to foreign ships of provisions as to detention when loading at ports in United

Kingdom. Modifications.

Appeal on Refusal of certain Certificates to Ships.—Section 14. Appeals by shipowners feeling aggrieved provided, or refusal of certificates as to equipment, &c., under Merchant Shipping and Passengers' Acts.

Passenger Steamers and Emigrant Ships.—Sections 16 to 21. Twelve passengers may be carried in any steamer without passenger certificate. Colonial passenger certificates to be deemed valid. Power of Board of Trade to dispense with survey of foreign ships holding foreign certificates of survey as passenger ships, attested by British Consul. Certain signals, lights, and buoys necessary in all passenger ships.

Deck Cargoes.—Section 23. Space occupied by deck cargo made liable to dues. Tonnage thereof to be ascertained and entered in official log by an officer of Board of Trade or Customs. Penalties for carrying deck loads of timber in winter (arriving between October

31, and April 16) provided.

Deck and Load-Lines. — Sections 25 to 28. Deck lines to be marked on British ships (except under 80 tons register employed solely in coasting trade, ships employed solely in fishing and pleasure yachts). Description of lines. British vessels (with similar exceptions) to be marked with load-line circular discs as defined, the centre of which indicates the maximum load-line in salt water. Disc to be recorded on clearing outwards at Custom House, and in articles of agreement and in official log. Load-line to be marked on coasting vessels of over 80 tons register. Penalty of £100 provided for offences in relation to marks on ships (see also Merchant Shipping Act, 1890, re Construction of 26th and 27th Section).

Investigations into Shipping Casualties.—Sections 29 to 33. Appointment of Wreck Commissioner by Lord Chancellor provided. Assistance of assessors provided when cancellation or suspension of officers' certificates involved. Power of Wreck Commissioner to investigate cases of distress, stranding and missing ships. Board

of Trade fix places of investigation.

Detention. - Section 34. Enforcement of detention and penalty for illegally proceeding to sea with detaining officers on hoard.

Managing Owner.—Section 36. Name of managing owner or ships' husband to be duly registered at Custom House of port of registry who is under all obligations and liabilities of Merchant Shipping Acts.

Foreign Ships.—Section 37. With consent of foreign States provisions of any portion of Merchant Shipping Acts may be applied by Order in Council to ships of those States when out of their own

jurisdiction.

Shipping Casualties Investigation Act, 1879.

Section 2. Rehearing of and appeal against investigation into

shipping casualty or misconduct of officers provided.

Rules as to investigations into shipping casualties and Section 3. misconduct of officers. List of assessors to be in force for three years only, and to be appointed under Section 30 Merchant Shipping Act, 1876. Certificates of Officers.—Where cancellation or suspension likely to be involved, two assessors to assist in hearing. Investigations into casualties. Where to be held.

MERCHANT SHIPPING (CARRIAGE OF GRAIN) ACT, 1880.

Section 3. General obligation to prevent cargo shifting.
Section 4. Precautions against shifting of grain laden in Mediterranean or Black Sea or North America. Carriage between decks prevented except for quantity for feeding cargo in hold. Exemption where feeders are provided. Where grain carried in bulk without feeders one-fourth to be in bags laid upon grain in bulk. Oats or cotton seed not included in this provision, nor ships of less than 400 reg. tons not engaged in Atlantic trade; nor ships laden in Mediterranean or Black Seas provided with compartments in holds and with longitudinal bulkheads or shifting boards; nor to ships in which grain does not exceed one-half of whole cargo, and the rest wool, flax, or flour, or other suitable cargo properly stowed. General provisions for proper bulkheads or shifting boards and safe stowage.

Section 5. Ships laden in accordance with regulations of Board of Trade are exempted from penalties provided by Act.

Section 6. Notice by master of kind and quantity of grain cargo to be given to British Consular Officer or Officer of Customs abroad. Sections 8 and 9. Board of Trade has power to enforce Act. Mode of prosecution and recovery of penalties, &c.

MERCHANT SEAMEN (PAYMENT OF WAGES AND RATING)
ACT, 1880.

Advance Notes.—Section 2. Advance notes made illegal when beyond one month's wages. (See Merchant Shipping Act, 1889, Chapter 46, Section 2.)

Allotments.—Section 3. Seamen may leave half their wages under allotments to relatives mentioned in Section 169 of M.S. Act, 1854,

or may leave allotment payable to Seamen's Saving Bank.

Payment of Wages.—Section 4. Seaman entitled on leaving ship at end of engagement to £2, or one-fourth of balance due him—whichever is least; remainder to be paid within two clear days (exclusive of any Sunday or Bank Holiday) after leaving ship. Delivery of wages account at Mercantile Marine Office instead of to seaman himself at master's option (see Section 171, M.S. Act, 1854). Final settlement of wages may be left to superintendent if seaman consents. Wages in case of non-payment within required period run on until final settlement. In cases of dispute where sum does not exceed £5 superintendent may arbitrate.

Section 5. Penalty provided against persons being on board without permission before seamen leave, £20 (see Section 237, M.S. Act, 1854). This provision may be applied to foreign-going ships by order in Council.

Rating of Seamen.—Section 7. Seamen entitled to be rated A.B.s

on proof of certain sea-service.

Section 8. Power of Court to rescind contracts between master

or owner and seaman or apprentice.

Seamen's Lodging-houses.—Section 9. Board of Trade may license and approve of bye-laws and regulations made by Sanitary Authority at ports.

Descrition.—Section 10. Imprisonment for descrition abolished, but power of arrest and conveyance on board provided. (See also Merchant Shipping Act, 1889, Section 3.)

Section 11. Benefits of Employers' and Workmen's Act, 1875,

extended to seamen.

MERCHANT SHIPPING (FISHING BOATS) ACT, 1883.

Sections 3 to 12. Application of Act. Apprenticeship to the sea-fishing service, and agreements with boys under sixteen.

Sections 13 to 23. Articles of agreement to be made with seamen in fishing service.

Sections 24 to 27. Deals with the wages and discharge of seamen, and the duties of skippers.

Sections 28 to 35. Provisions as to discipline, amenities, and penalties in the sea-fishing service.

Sections 36 to 42. Issue of certificates of competency to skippers and second hands by Board of Trade.

Sections 43 to 47. Enactments relating to deaths, injuries, punishments, ill-treatment, and casualties. Disputes between skippers or owners and seamen.

Sections 48 to 55. Miscellaneous.

THE MERCHANT SHIPPING (MISCELLANEOUS) ACT, 1887.

The provisions of this Act, passed in the 1886 session of Parliament, amending in certain minor particulars some of the enactments relating to merchant shipping and seamen, may be learned in the following summary:—

Section I gives the title of the Act as above, and recites that it may be construed as one with the Merchant Shipping Act, 1854, and amending Acts, and that this Act and those Acts may be cited

collectively as the Merchant Shipping Acts, 1854 to 1887.

Fees on Examinations of Engineers.—Section 2 recites that by Section 7 of the Merchant Shipping Act Amendment Act, 1862, it is provided that fees payable by applicants for certificates of competency as engineers shall be carried to the account of the Mercantile Marine Fund, and that at the time of the passing of that Act the salaries of the surveyors who conduct the examinations were paid out of that fund.

And, further, that by Section 39 of the Merchant Shipping Act, 1876, it was provided that the salaries of the said surveyors should be paid out of moneys provided by Parliament; and by Section 4 of the Merchant Shipping (Fees and Expenses) Act, 1880, it was provided that the fees paid by the applicants for engineers' certifi-

cates of competency should be paid into the exchequer.

And it further recites that under Section 3 of the Merchant Shipping (Expenses) Act, 1882, the salaries of the said surveyors are charged on and paid out of the Mercantile Marine Fund, and it is expedient that the fees paid by the applicants for examination should be carried to the account of the Mercantile Marine Fund. It is, therefore, enacted that the fees payable in pursuance of Section 7 of the Merchant Shipping Act Amendment Act, 1862, shall cease to be payable into the exchequer; and all such of those fees as have been levied since April 1, 1883, or are hereafter levied, shall be carried to the account of the Mercantile Marine Fund.

Powers of Colonial Governors re Measurement and Registry of Ships.—Section 3 recites that doubts have been expressed as to the extent of the powers conferred on certain Colonial authorities by Section 31 of the Merchant Shipping Act, 1854, and it is therefore enacted that the powers conferred by that section on the Governor, Lieutenant-Governor, or other person administering the Government in a British possession, shall be deemed to include the following powers:—

(a) Power to approve a port or place within the possession for the registry of ships; and (b) power to appoint surveyors within the limits of the possession to survey and measure ships for registry or re-registry as British ships, in accordance with the provisions of

the Merchant Shipping Acts, 1854 to 1887.

Public Records in Custody of Registrar-General of Seamen.— Section 4 enacts that all documents which, under Section 277 of the Merchant Shipping Act, 1854, or enactments amending same, are required to be recorded and preserved by the Registrar-General of Seamen, shall be deemed to be public records and documents within the meaning of the Public Record Offices Acts, 1838 to 1887, and those Acts shall, where applicable, apply to such documents in all respects as if they had been specifically referred to in the said Acts.

Explanation of Meaning of Lighthouses. - Section 5 enacts that in the Merchant Shipping Act, 1854, and amending Acts, the expression "lighthouses" shall, in addition to the meaning therein assigned to it, include sirens and all other descriptions of fog signals; and the expression "new lighthouse" shall include the addition to any existing lighthouse of any approved light, or any siren, or any description of log signal.

Repeals.—Section 6 is the last in the Act, and merely repeals Section 48 of the Seamen's Fund Winding up Act, 1851, and Section 4 of the Merchant Shipping (Fees and Expenses) Act, 1880.

MERCHANT SHIPPING (LIFE SAVING & APPLIANCES) ACT, 1888.

Section 1. Obligation of owners and masters to carry boats and other appliances in British merchant ships for saving life.

Section 2. Authority of Board of Trade to appoint a consultative committee for framing rules under Act. Tenure of office, &c.

Sections 3 and 4. Power to make rules as to life-saving appliances,

and penalties provided for breach of rules.

Sections 5, 6, and 7. Power of Board of Trade to inspect and enforce rules. Rules not to apply to sea-fishing boats. Power provided to proceed for breach of other Acts.

Sections 8, 9, and 10. Repeals after first publication of rules, sections 292, 293, and 294 M. S. A., 1854, as to boats to be carried, except so far as they relate to sea-fishing boats, registered under Sea Fisheries Act, 1868. Repeals section 27 of Passengers Act, 1855, from the beginning to words "immediate use at sea"; and repeals section 15 M. S. A., 1873.

Sections 9 and 10. Construction and short title of Act.

Schedule I of Act specifies constitution of committee and number of representatives from Chamber of Shipping, Liverpool and Glasgow Associations, Council of Naval Architects, Shipmasters' Societies, Seamen's Societies, Lloyd's Committee, Lloyd's Register Society, and Committee of London Underwriters.

Schedule 2. Matters for which rules are to provide, including arrangement of British ships into classes; boats, buoys, and other

apparatus and appliances to be carried.

RULES MADE BY THE BOARD OF TRADE. (Which came into effect on November 1, 1890.)

For the purposes of these rules, British ships shall be arranged

into the following classes:-

DIVISION (A). - Class 1. - Steamships carrying emigrant passengers, subject to all the provisions of the "Passengers Acts." Class 2.—Foreign-going steamships having passenger certificates under the "Merchant Shipping Acts." Class 3.—Steamships having passenger certificates under the "Merchant Shipping Acts" authorising them to carry passengers anywhere within the home-trade limits; that is to say, between places in the United Kingdom, or between the United Kingdom and ports in Europe between the River Elbe and Brest.

DIVISION (B). - Class 1. - Sailing ships carrying emigrant passengers subject to all the provisions of the "Passengers Acts." Class 2.—Foreign-going sailing ships carrying passengers, but not subject to all the provisions of the "Passengers Acts." Class 3.—Foreigngoing sailing ships not carrying passengers. Class 4.—Foreigngoing steamships not certified to carry passengers.

DIVISION (C).—Class 1.—Steamships not certified to carry

passengers plying anywhere within the home-trade limits. Class

2.—Sailing ships in the same trades not carrying passengers.

DIVISION (D).—Class 1.—Steamships having passenger certificates authorising them to carry passengers within certain specified limits of the home-trade; that is to say, on short specified passages along the coasts of the United Kingdom, or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man. Class 2.—Steamships carrying passengers on short excursions or pleasure trips, to sea, or in estuaries or mouths of rivers during daylight. Class 3.—Steamships carrying passengers on rivers (and) (or) lakes, but not going to sea or into rough waters.

DIVISION (A).—CLASS I.—Rules and Tables for steamships carrying Emigrant Passengers, subject to all the provisions of the

"Passengers Acts."

(a) Ships of Division (A), Class I, shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity not less than prescribed by the following table; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.

(b) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the following table must declare before the collector or other officer of Customs, at the time of clearance, that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of

boat capacity for each adult person, or "statute adult."
(c) Table for Division (A), Class 1.

Gross Tonnage.		Minimum Number of Boats to be placed under Davits.	Fotal Min. Cubic Con- tents of Boats to be placed under Davits. L. x B. x D. x 6.	Gross Tonnage.		Minimum Number of Boats to be placed under Davits.	tents of Boats to be placed under Davits. I. x B. x D. x '6.		
	1.		2,	3.		1.		2.	3-
9,000 an	d unw	ards	14	5,250	3,500 a	nd und	er 3,750	8	2,600
8,500 an	d und	er 0.000	14	5,100	3,250	,,	3,500	8	2,500
8,000		8,500	14	5,000	3,000	"	3,250	8	2,400
7,750	"	8,000	12	4,700	2,750	**	3,000	6	2,100
7,500	**	7,750	12	4,600	2,500	12	2,750	6	2,050
7,250	**	7,500	12	4,500	2,25	11	2,500	6	2,000
7,000	**	7,250	12	4,400	2,000	19	2,250	6	1,900
6,750	10	7,000	12	4,300	1,750		2,000	6	1,800
6,500		6,750	12	4,200	1,500	11	1,750	6	1,700
6,250	**	6,500	12	4,100	1,250	11	1,500	6	T,500
6,000	21	6,250	12	4,000	1,000	- 11	1,250	4	1,200
5,750	**	6,000	10	3,700	900	22	1,000	4	1,000
5,500	27	5.750	10	3,600	800	"	900	4	900
5,250	27	5,500	10	3,500	700	**	800	4	800
5,000	23	5,250	10	3,400	600	22	700	3	700
4,750	11	5,000	10	3,300	500	11	боо	3	600
4,500	**	4,750	8	2,900	400	**	500	2	400
4,250	**	4,500	8	2,900	300	31	400	2	350
4,000	11	4,250	8	2,800	200	**	300	2	300
3,750	23	4,000	8	2,700	100	37	200	2	250

Note.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

(d) Not less than half the number of boats placed under davits shall be boats of Section (A) or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(e) If the boats placed under davits in accordance with the foregoing Table (c) do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible or other boats of approved description (whether placed under davits on therwise) or approved life rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic

capacity of the boat.

Subject to the provisions contained in paragraph (g) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by Table (c) provide together in the aggregate three-fourths more than the minimum cubic contents required by column 3 of that Table. For this purpose 3 cubic feet of air case in the life raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the Rules.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck,

and to the safety of the ship for her voyage.

(/) In addition to the life-saving appliances before mentioned, ships of this Class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts, or other similar approved articles of equal buoyancy, suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(g) Provided, nevertheless, that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient

accommodation for all persons on board.

Division (A).—Class 2.

Ships in this Class shall be subject to the same requirements as those in Division (A), Class 1.

DIVISION (A).—CLASS 3.—Rules for steamships having passenger certificates under the "Merchant Shipping Acts," authorising them to carry passengers anywhere within the Home Trade Limits, that is to say between places in the United Kingdom, or between the United Kingdom and ports in Europe between the River Elbe and Brest.

(a) Ships in this Class shall carry boats placed under davits in accordance with the rules and table provided for ships in Division

(A), Class 1.

(b) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by Table (c) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that Table.

- (c) Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this Class to carry all the additional approved boats or approved life-rafts required by the preceding sub-section (b), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.
 - (d) Ships of this Class shall carry not less than six approved

life-buoys.

- (e) They shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.
- (f) Provided nevertheless that no ship of this Class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.
- DIVISION (B).—CLASS 1.—Rules for sailing ships carrying Emigrant Passengers subject to all the provisions of the "Passengers Acts.
- (a) Ships of Division B, Class 1, shall carry boats in accordance with the Table (c) provided for Division A, Class 1, and such boats shall be, as far as practicable, placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.
- (b) If the boats so carried do not furnish sufficient accommodation for all persons on board, then additional life-saving appliances shall be supplied as for ships in Division (A), Class 1.

(c) Provided that no ship in this Class shall be required to carry more boats or rafts than will furnish accommodation for all persons on board.

(d) Approved life-belts or other similar approved articles shall be carried as required for ships of Division (A), Class 1, and also one life-buoy for each boat of wood or metal.

DIVISION (B).—CLASS 2.—Rules for Foreign-going sailing ships carrying passengers but not subject to all the provisions of the " Passengers Acts."

Ships of this Class shall be subject to the same requirements as those in Division (B), Class 1.

DIVISION (B).—CLASS 3.—Rules for Foreign-going sailing ships not carrying passengers.

a) Ships of this Class shall carry a boat or boats of Sections A or B sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section (D). Such boats shall be, as far as practicable, placed under davits, with proper appliances for getting them into the water; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.

(b) They shall carry approved life-belts as required for ships in Division (B), Class I, and also one life-buoy for each boat of wood

or metal.

DIVISION (B).—CLASS 4.—Rules for Foreign-going steamships not certified to carry passengers.

(a) Ships of this Class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on one side shall be a boat of Section (A) or Section (B), and on the other side shall be a boat of Section (A), or Section (B), or Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(b) They shall carry approved life-belts as required for ships of

Division (B), Class 1.

(c) They shall carry not less than six approved life-buoys.

Division (C).—Class 1.—Rules for steamships not certified to carry passengers plying anywhere within the Home Trade Limits.

(a) Ships of this Class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section (A), or of Section (B), or of Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(b) They shall also carry approved life-belts so that there may be

at least one for each person carried on board the ship.

(c) They shall also carry not less than four approved life-buoys.

DIVISION (C).—CLASS 2.—Rules for sailing ships in the same trades not carrying passengers.

(a) Ships of this Class shall carry a boat or boats of wood or metal, at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil and a vessel of an approved pattern for distributing it in the water in rough weather.

(b) Ships of this Class shall also carry an approved life-belt for

each person on board.

(c) They shall also carry at least two approved life-buoys.

DIVISION (D).—CLASS 1.—Rules for steamships having passenger certificates authorising them to carry passengers within certain specified limits of the Home Trade, that is to say, on short specified passages along the coasts of the United Kingdom, or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man.

(a) Ships of this Class shall, according to their tonnage, carry boats placed under davits, as required by the Table for ships in Division (A), Class I, but all such boats as are not required to be

of Sections (A) or (B), must be of Section (C).

(b) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by Table (c) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the rules.

(c) Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this Class to carry all

the additional approved boats or approved life-rafts required by the preceding sub-section (b), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(d) Ships of this Class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being work on the person, so that there may be at least one for each person on

board the ship.

(e) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved life-buoys be provided.

- (f) Provided nevertheless that no ship of this Class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.
- Division (D).—Class 2.—Rules for steamships carrying passengers on short excursions or pleasure trips to sea, or in estuaries, or mouths of rivers during daylight.
- (a) Ships of this Class shall carry at least two boats of Section (A), or Section (B), or Section (C), placed under davits, and with proper appliances for getting them into the water.
- (b) They shall also carry other boats, approved buoyant apparatus and (or) approved life-belts sufficient (with the boats required by paragraph (a),) to keep affoat all the persons on board the ship.

(c) At least four approved life-buoys shall be carried.

- DIVISION (D).—CLASS 3.—Rules for steamships carrying passengers on rivers and (or) lakes, but not going to sea, or into rough waters.
- (a) Ships of this Class shall carry one boat in such a position that she can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.

(b) At least four approved life-buoys shall be carried.

Note.—A discretion may be exercised by the Board of Trade to relieve steam launches, steamers plying in narrow waters, and ferry boats, from the operation of the whole or part of Rule (a) of this Class.

GENERAL RULES.

(1) BOATS.—All boats shall be constructed and properly equipped as provided by these Rules, and all boats and other life saving appliances are to be kept ready for use to the satisfaction of the Board of Trade. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than 18 oz. to the superficial foot or of other durable material.

Section (A).—A boat of this section shall be a lifeboat, of whale-boat form, properly constructed of wood or metal, having for every 10 cubic feet of her capacity computed as in Rule (2) at least 1 cubic foot of strong and serviceable enclosed air-tight compartments, so

constructed that water cannot find its way into them.

Section (B).—A boat of this section shall be a lifeboat of whale-boat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus, together equal in efficiency to the buoyancy apparatus provided for a boat of Section (A). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (C).—A boat of this section shall be a lifeboat properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of Section (A) or Section (B). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (D).—A boat of this section shall be a properly constructed boat of wood or metal.

Section (E).—A boat of this section shall be a boat of approved

construction, form, and material, and may be collapsible.

(2) CUBIC CAPACITY.—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is approximately accurate, may be adopted for general purposes, and when no question requiring absolute correct adjustment is raised:

Measure the length and breadth outside and depth inside. Multiply them together and by 6; the product is the capacity of the boat in cubic feet. Thus a boat 28 ft. long, 8 ft. 6 in. broad, and 3 ft. 6 in. deep, will be regarded as having a capacity of 28 × 8.5 × 3.5 × 6 = 499.8, or 500 cubic feet. If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

(3) NUMBER OF PERSONS FOR BOATS.—The number of persons a boat of Section (A) shall be deemed fit to carry shall be the num-

ber of cubic feet ascertained as in Rule (2) divided by 10.

The number of persons a boat of Section (B), (C), (D), or (E), shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the

proper use of the oars.

- (4) APPLIANCES FOR LOWERING BOATS.—Appliances for getting a boat into the water must fulfil the following conditions: -Means are to be provided for speedily, but not necessarily simultaneously or automatically, detaching the boats from the lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits; the boats' chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eye-bolts, rings, and the whole of the tackling are to be of sufficient strength; the boat's falls are to be long enough to lower the boat into the The life lines shall be water with safety when the versel is light. fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.
- (5) EQUIPMENTS FOR COLLAPSIBLE OR OTHER BOATS AND FOR LIFE-RAFTS.—In order to be properly equipped each boat shall be provided as follows:—

(a) With the full single-banked complement of oars, and two

spare oars.

(b) With two plugs for each plug-hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by sound lanyards.

(c) With a sca anchor, a baler, a rudder and tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.

(d) A vessel to be kept filled with fresh water shall be provided

for each boat.

(e) Life rafts shall be fully provided with a suitable approved

equipment.

- (6) Additional Equipments for Boats of Section (A) AND SECTION (B).—In order to be properly equipped, each boat of Sections (A) and (B), in addition to being provided with all the requisites laid down in Rule (5), shall be equipped as follows, but . Not more than four boats in any one ship require to have this outfit:
 - (a) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.

(b) With a mast or masts, and with at least one good sail, and

proper gear for each.

(c) With a line becketed round the outside of the boat and securely made fast.

(d) With an efficient compass.

(e) With one gallon of vegetable or animal oil, and a vessel of an approved pattern, for distributing it in the water in rough weather. (f) With a lantern trimmed, with oil in its receiver sufficient to

burn eight hours.

(7) Number of Persons for Life-Rafts.—The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying, shall be determined with reference to each separate pattern approved by the Board of Trade; provided always, that for every person so carried there shall be at least three cubic feet of strong and serviceable inclosed air-tight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided that it has equivalent buoyancy to that herein before described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.

(8) BUOYANT APPARATUS.—Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water, by 32. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly

to indicate the number of persons for whom it is sufficient.

(9) LIFE BELTS.—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable, at least, of floating in the water for 24 hours with 15 lbs. of iron suspended from it. Life-belts are to be cut out 2 in. under the armpits, and fitted so as to remain securely in their place when put on.

(10) LIFE-BUOYS.—An approved life-buoy shall mean either— (a) A life-buoy built of solid cork, capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from

(b) A strong life-buoy of any other approved pattern and material, provided that it is capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and does not require inflation before us.

All life-buoys shall be fitted with beckets securely seized, and not less than two of them shall be fitted with life-lines 15 fathoms

in length.

(11) POSITION OF LIFE-BUOYS AND LIFE-BELTS.—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for

whom they are intended.

(12) WATER-TIGHT COMPARTMENTS.—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and other life-saving appliance of one-half of the capacity required by these Rules.

MERCHANT SHIPPING ACT, 1889.

CHAPTER 46.—Amendment of Shipping Act, 1854, and Acts amending same.

Section I. Masters of ships to have same remedies for recovery of disbursements and for liabilities incurred on account of ships as for recovery of wages, and power given to Court adjudicating to investigate accounts, set offs, and counterclaims.

Section 2. Advance Notes legalised to the extent of one month's wages, and Section 2 of the Merchant Seamen (Payment of Wages

and Rating) Act, 1880, repealed.

Section 3. Deserters.—Register of seamen who have deserted or failed to join their ships after signing Agreement to be kept at Mercantile Marine Office for inspection of masters.

Section 4. Payment of Wages to British Seamen in foreign money to be made at rate of exchange current at place of payment,

notwithstanding anything to contrary in Agreement.

Section 5. Provisions of Merchant Shipping Act, 1854, and Amending Acts shall apply to ships propelled by electricity or other mechanical power.

Section 6. This Act to be cited as "Merchant Shipping Act, 1889," and to be construed as one with Merchant Shipping Act, 1854, and subsequent Acts amending the same.

MERCHANT SHIPPING (TONNAGE) ACT, 1889.

Section I. In ascertaining register-tonnage no deduction shall be allowed in respect of any space which has not been first included in measurement of ship's tonnage. Repeals in Section 21, paragraph 4, Merchant Shipping Act, 1854, the words "First, that nothing shall be added for a closed-in space solely appropriated to the berthing of the crew, unless such space exceeds one-twentieth of the remaining tonnage of the ship, and in case of such excess, the excess only shall be added." And, secondly, and in Section 22, paragraph 2, of the same Act, the words "Subject to the deduction for a closed-in space appropriated to the crew as mentioned in Rule I.," shall be repealed. This Section is not to apply until after the expiration of five years from the passing of this Act to ships where deductions prohibited have been made before the 10th March, 1889, or to ships the building of which was commenced before that date, and which are registered between that date and the end of 1889, unless in either case before the expiration of the

said five years the vessels are measured or re-measured in accordance with the provisions of this Act; but this exemption is not to extend to any ship in which the allowance for propelling-power

space exceeds 50 per cent. of the gross tonnage.

Section 2. Allowance for engine-room in Steamers.—Space or spaces above crown of engine-room, and above the upper deck framed in and for the machinery or for admission of light and air, shall not be included in propelling-power space, except owner requests the Board of Trade in writing, and shall not be included in pursuance of such request, unless

(a) That portion is first included in measurement of grosstonnage; and

(b) A surveyor appointed under Fourth Part of Merchant Shipping Act, 1854, certifies that it is duly constructed, safe, and seaworthy, and cannot be used for any other purpose.

Section 3. Deductions for Navigation Spaces.-The following deductions shall be made in ascertaining register-tonnage in measuring or re-measuring a ship, viz.:—

In Sailing Vessels—any space set apart and used exclusively for storage of sails.

In the case of any Ship-

Any space used exclusively for accommodation of (1) master.

(2) Any space used exclusively for working of the helm, the capstan, and anchor gear, or for keeping charts, signals, and other instruments of navigation. and boatswain's stores; and

(3) The space occupied by donkey-engine and boiler, if connected with the main pumps of the ship.

These deductions are subject to the following provisions, viz.:-

That Board of Trade Surveyor certifies as to their suitability and efficiency; that there must be permanently marked over every such space the purpose to which it is to be applied; and that the deduction on account of space for stowage of sails

must not exceed 21 per cent. of tonnage of ship.

Section 4. Deductions in certain Steamships.—In screw-steamships where an engine-room allowance of 32 per cent. of gross-tonnage has been allowed at time of passing the Act, and which any crew space on deck has not been included in gross tonnage, whether its contents have been deducted therefrom or not, the crew space shall be, on the application of the owner or by direction of the Board of Trade, measured and added to register-tonnage; and if it appears that with such addition the engine-room does not occupy more than 13 per cent. of the tonnage of the ship, the existing allowance of 32 per cent. shall be continued, notwithstanding anything in this Act.

Section 5. Measurement of Ships with Double Bottoms for Water Ballast.—If the spaces between the inner and outer plating is certified by Board of Trade surveyor to be not available for cargo stores or fuel, then depth required by Section 21, paragraph 2, of Merchant Shipping Act, 1854, shall be taken to be the upper side of inner plating of double bottom, which is to be deemed the floor-timber referred to in that section.

Section 6.—Re-measurement of Foreign Ships.—Where tonnage of any foreign ship materially differs from that which would be her tonnage under the Merchant Shipping Act, 1854, and Amending Acts, Her Majesty may by Order in Council direct that such ships may be remeasured in accordance with those Acts.

Section 7. That this Act be cited as the Merchant Shipping (Tonnage) Act, 1889, and be construed as one with the Merchant

Shipping Acts, 1854, and the Acts amending the same.

THE MERCHANT SHIPPING (COLOURS) ACT, 1889.

Section 1. Red ensign usually worn by merchant ships is hereby declared to be the proper national colours for all ships and boats belonging to any subject of Her Majesty, except in the case of Her Majesty's or other ships allowed to wear other colours by Royal

Warrant or by Admiralty.

Section 2. A ship belonging to any subject of Her Majesty shall, on a signal from one of Her Majesty's ships, and on entering or leaving any foreign port, and if of 50 tons gross or upwards, shall also, on entering or leaving any British port, hoist the proper national colours, under a penalty from the master of one hundred pounds. Sea-fishing boats registered under the Sea Fisheries Acts are exempted from this provision.

Section 3. Amendment of Section 105 of the Merchant Shipping Act, 1854.—Penalties incurred in respect of the improper hoisting of colours or of a pendant in British ships, with costs, may be recovered in Superior Courts in England, Ireland, or Scotland. Any offence mentioned in that section may also be prosecuted any penalty recovered as in the case of offences declared by Merchant Shipping Act, 1854, punishable by penalties not exceeding £100.

Section 4. Defines "one of Her Majesty's ships" as a vessel under command of an officer of Her Majesty's Navy on full pay.

Sections 5 and 6. Saving Admiralty powers in respect of red ensign usually worn by Merchant Ships, and citing this Act as the "Merchant Shipping (Colours) Act, 1889."

MERCHANT SHIPPING (PILOTAGE) ACT, 1889.

Section 1. Application of Part 5, Merchant Shipping Act, 1854.—To remove doubts as to application of provisions in construction of that Act, the expression "ship" includes a foreign

ship.

Section 2. Provisional Orders.—Board of Trade granted power to make provision for direct representation of pilots and shipowners on local pilotage authorities or any body appointed by local authority; and to extend limits of any pilotage district by including area where no pilotage authority exists, so however that in no area thus added there shall be no compulsory pilotage and no restriction on duly qualified persons to obtain licences as pilots; and applies provisions of Section 40, Merchant Shipping Act Amendment Act, 1862, to provisional orders made hereunder.

Section 3. Powers of Committee, Commissioners, Sub-Commissioners, &c.—Powers given to those bodies to suspend, dismiss, or revoke certificates of pilots licensed for districts, and guilty of offences under Sections 365, 366, or 367 of Merchant Shipping

Act, 1854.

Section 4. Appeals from Pilotage Authorities.—Pilots aggrieved by decisions of pilotage authorities with respect to suspension or dismissal or revocation, or by imposition of fine exceeding £2, or

to application of any fund to which he has contributed, may appeal to County Court in jurisdiction, or to a police or stipendiary magistrate having jurisdiction within the port. On hearing appeals assessor of nautical and pilotage experience to sit with magistrate.

Provision as to selection and summoning of assessor; power of judge or magistrate to confirm, reverse, or modify penalty. Costs of pilotage authority payable out of its general funds or expenses. Rules regarding procedure to be made by County Court Judges and Secretary of State.

Employment of Unqualified Pilots.—For employing Section 5. unqualified pilot, after qualified pilot has offered to take charge, a master incurs a penalty of double amount of pilotage demandable for conduct of ship where same is being navigated outside a district in which pilotage is compulsory.

Returns as to Pension Fund to be made in manner Section 6.

prescribed by local pilotage authorities to Board of Trade.

Section 7. Bye-laws as to Contributions to Pilotage Funds.—Powers of Section 333 of Merchant Shipping Act, 1854, shall extend to making bye-laws compelling masters and mates to contribute to Pilotage Funds, with provision as to limit of contributions.

Section 8. Application of Fees in respect of Pilotage Certificates. - To be applied to expenses incidental to examinations under Section 343 of the Merchant Shipping Act, 1854, and surplus to go . to local superannuation fund of pilots, &c.

Section 9. Flag to be Displayed where Master or a Mate has a Pilotage Certificate.—To be displayed of description mentioned in Section 346 of Merchant Shipping Act, 1854; and failure to comply entails a penalty on master of £20. Holder of such a pilotage certificate is deemed a qualified pilot under Section 348, Merchant Shipping Act, 1854.

Section 10. Penalty on Ordinary Boat displaying Colourable Imitation of Pilot Flag.—Enacted that boats or ships not having on board licensed pilots displaying flags likely to deceive, be deemed an offence by master or owner, entailing a penalty of £50.

Section 11. Recovery of Pilotage Dues.—Repeals Section 363 of Merchant Shipping Act, 1854, in so far as it enacts that pilotage dues shall not be recovered until dues so demanded have remained unpaid for seven days after time of demand.

Section 12. Application to Scotland.—Act applies with follow-

ing modifications :-

Appeals under Act from pilotage authority shall be made to sheriff having jurisdiction.

Court of Session to make rules as to procedure in appeals.

Section 13. Application to Ireland.—Courts defined where appeals may be heard, and rules as to legal procedure.

Section 14. Repeals enactments defined in Schedule, which sets out certain words in Section 343 of Merchant Shipping Act, 1854, hereby repealed, as also certain words in Section 363 of same Act.

Section 15. Construction of Act—as one with Part V. of Merchant Shipping Act, 1854.

Section 16. Commencement of Act—To come into operation on 1st January, 1890.

Section 17. Short Titles. -Act to be called "Merchant Shipping (Pilotage) Act, 1889."

THE MERCHANT SHIPPING ACT 1890 (COMMONLY KNOWN AS THE LOADLINE ACT).

Act became Law. 9th June, 1890.

Complusory Marking of Loadline.—Section 1.—That Merchant Shipping Act, 1876, shall, after the expiration of six months from passing of this Act, be construed as if in the 26th and 27th sections thereof, the following sub-section were inserted instead of the sub-sections numbered (2) in those sections respectively:—

(2) The centre of this disc shall be placed at such level below the deckline marked under the provisions of this Act, as may be approved by the Board of Trade, and shall indicate maximum loadline in salt water to which it shall be lawful to load ship.

Provided that position of this disc shall be fixed in accordance with tables framed by the Loadline Committee, appointed before passing of this Act, subject to such allowance necessary by difference between position of deckline marked under the provisions of the Merchant Shipping Act, 1876, and the position of the line from which freeboard is measured under the said tables, and subject to any modification subsequently sanctioned by Board of Trade,

In sanctioning modifications, Board of Trade have regard to representations made by any Corporation or Association, for survey or register of shipping for the time appointed or approved for the purposes of this Act.

Regulations.—Section 2.—Board of Trade shall appoint the Committee of Lloyd's Register of British and Foreign Shipping, or at option of owner of ship, any other Corporation or Association approved by Board of Trade, to approve and certify on their behalf from time to time the position of any disc, and any alteration thereof, and may appoint fees to be taken in respect of any such approval or certificate.

Board of Trade may make regulations:-

- (a) Determing lines or marks to be used in connection with the disc, in order to indicate maximum loadline under different circumstances and at different seasons.
- (b) As to mode in which the disc and the lines or marks are to be marked on the ship, whether by painting, cutting, or otherwise.
- (c) As to mode of application for and form of certificates under this Act; and
- (d) Requiring the entry of such certificates, and other particulars as to draught of water and freeboard in the official log-book of the ship, or other publication on board, and as to delivering copies of such entries.

All such regulations to be in full force and effect.

Colonial Ships.—Section 3.—Where legislature of any British possession by enactment provides for the fixing, marking, and certifying of loadlines on ships registered in that possession, and it appears that such provisions are based on the same principles as the provisions of this Act, it shall be lawful for Her Majesty, by order in Council, to declare that any load-line fixed and marked, and any

certificate given in pursuance of that enactment, shall, with respect to such ships have the same effect as if issued in pursuance of this Act.

Sections 1 and 2 of this Act, shall not apply in the case of a ship registered in a British possession until the expiration of 12 months after passing hereof.

Provision as to Foreign Ships.—Section 4.—Where Board of Trade certify that the laws and regulations for the time being in force, in any foreign state, respecting overloading and improper loading are equally effective with provisions of the Merchant Shipping Acts, Her Majesty, by order in Council, may direct that on proof of a ship of that state having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of the Merchant Shipping Acts. This section is not to apply in the case of ships of any foreign country in which corresponding provisions are not extended to British ships.

Definition of Amidships.—Section 5.—For the purposes of the Merchant Shipping Act, 1876, as amended by this Act, the expression "amidships" shall mean the middle of the length of the load water-line, as measured from the fore side of the stem to the aft side of the stern post.

BOARD OF TRADE REGULATIONS.

Advance Notes.—Advance notes are now made illegal where exceeding one month's wages (see Section 2, Merchant Shipping Act, 1889, chapter 46). No deduction can be made against wages on account of such notes. Advances in cash, or through medium of advance notes not exceeding one month's wages, may be made and entered on the agreement.

Allotment Notes.—A seaman may insist on a stipulation in the agreement for the allotment of any part, not exceeding half, of his wages in favour of a relative (see Section 169, Merchant Shipping Act, 1854, and Section 3, Merchant Shipping Act, 1880). The allotment may be made in favour of the seamen's savings bank, and paid into his account. The first payment to relatives or other persons shall begin at the end of a month, except in the case of a savings bank, when the first payment is made at the end of three months from signing agreement. Subsequent payments shall be made as agreed upon and stated in allotment note. Allotments issued to non-relatives cannot be recovered summarily at law. Remittances of allotment money may be paid by owners and agents to the relatives of seamen by means of seamen's money orders free of expense. Allotment forms may be had at the Mercantile Marine Office.

Discharge of Crews.—(See Section 187, Merchant Shipping Act, 1854, and Section 4, Merchant Shipping Act, 1880.)—The crews of foreign-going ships must be discharged and their wages paid at the Mercantile Marine Office. The wages must be paid within two days after the seamen leave the ship, exclusive of any Sunday or Bank Holiday. Each seaman is entitled on leaving ship to £2, or

one-fourth of balance due to him, whichever is least. Twenty-four hours' notice of the time of discharging crew must be given at Mercantile Marine Office. The official log book and articles of agreement must be delivered to the superintendent within forty-eight hours after ship's arrival, or upon discharge of the crew. On the completion of the discharge the master will receive the inward clearance, or BB certificate. The wages of seamen absent at the time of paying off may be deposited at the Mercantile Marine Office. Seamen may be discharged on board on application at a fee of Is. for each man, payable by master or owner.

Deceased Seamen's Wages and Effects.—Masters are bound within 48 hours of the arrival of any foreign-going or home trade ship in the United Kingdom to deliver to the Superintendent of the Mercantile Marine Office the wages and effects of any seaman or apprentice who has died during the voyage, together with a proper account of same on the prescribed form, which may be obtained at that office. Even should no balance be due to seaman, the account must still be made out, and the fact shown thereon. De duction for funeral, hospital, or medical expenses cannot be made where seamen have died from injuries received in service of the ship. Claims to the wages and effects of deceased seamen must be made by the relatives or next-of-kin on forms to be had at the Mercantile Marine Letters of administration or probate will be required Offices. where the amount of the wages exceeds £50.

Engagement of Crews.—Six hours' notice of time of engagement of crews for foreign-going ships must be given at Mercantile Marine Office. Individual engagements or discharges of members of crew on running agreements must also take place at Mercantile Marine Offices. For certificates of the necessary officers, which must be produced at time of engagement, see Section 136, Merchant Shipping Act, 1854, and Section 5, Merchant Shipping Act, 1862, herein. Seamen may be engaged on board on application at a fee of 1s. for each man engaged, payable by master or owner.

Surveys, Passenger Steamer Certificates and Surveys, Suez Canal Certificates, &c.—Every British steamship (not being a steam ferry boat working in chains) carrying more than 12 persons (other than the master, the crew, and the owner, his family, and servants), plying between any place or places in the United Kingdom, is, at stated periods, to be surveyed by persons appointed by the Board of Trade, and a certificate of such survey will be granted to the master or owner, without which such steamship will be unable (legally) to ply on any voyage or excursion. For these certificates of surveys the necessary forms must be filled up, and the fees paid thereon, at a Mercantile Marine Office. The same rules which apply to British passenger steamers also apply to foreign steamers when employed in carrying passengers between places in the United Kingdom.

The scale of fees for surveys of steamships for passenger certificates is:—100 reg. tons and under £4; over 100 and not ex. 300, £6; over 300 and under 900, £8; 900 and under 1,200, £10; 1,200 and under 1,500, £12; 1,500 and under 1,800, £14; 1,800 and under 2,400, £18; and £2 for every additional 300 tons. The scale is for 12 months. For 6 months 6-12ths of the fee will be charged, for 9 months 9-12ths, and so on, at the rate of 1-12th for each month; but no fee is to be

less in amount than 3-12ths. In all cases of new steamships coming under survey for a passenger certificate for the first time, a full 12 months' fee must be paid, notwithstanding that a certificate for 12 months may not be required, and in no case of an incomplete declaration will less than 3-12ths be charged. Measurement of tonnage fees:—Under 50 reg. tons £1; 50 to 100, £1 10s; 100 to 200, £2; 200 to 500, £3; 500 to 800, £4; 800 to 1,200, £5; 1,200 to 2,000, £6; 2,000 to 3,000, £7; 3,000 to 4,000, £8; 4,000 to 5,000, £9; 5,000 and upwards, £10. A table of fees payable on miscellaneous surveys, change of name, inspection of boiler, tracings, &c., may be had at any Mercantile Marine Office, where all fees are payable.

CUSTOMS REGULATIONS AND CLEARANCE OF SHIPS.

If inward cargo he reported for exportation, a copy of report must be delivered to searcher under penalty.

Ships' Content.—This document containing particulars as to cargo and voyage with declaration attached must be delivered to Collector before clearance outwards.

Victualling Bill.—When duly signed by Collector or other proper Officer of Customs shall be the clearance and authority for departure of ship. Master of vessel outwards, in which goods are to be taken from United Kingdom to parts beyond the sea, must, before taking any goods on board, deliver to the Collector the inward clearance and enter outwards. Ships clearing foreign putting back to United Kingdom in distress or otherwise. Penalty provided against excessive deficiency in stores, having regard to the length of time between departure and return. Penalty on departing without being cleared, £100.

Clearing in Ballast.—Ships not having any goods on board except stores borne upon the Victualling Bill, may be cleared in ballast. Vessels carrying passengers, and vessels laden with chalk to extent of more than one-third of their registered tonnage are chargeable with light dues.

Documents to be produced at Clearance.—For a British ship:—The register with the master's name endorsed thereon. The outward lights receipt. The AA certificate if engaged in foreign trade or CC certificate if in the home trade. Note.—Colonial ships are subject to the same laws as those of the United Kingdom, excepting when bound to their own colony where the voyage is to terminate, in which case such ships can proceed without certificated master and officers. For a foreign ship:—The measurement certificate, excepting for vessels belonging to countries which have adopted the British system of measurement. Note.—The measurement certificate is only valid for three years from the date thereof. On the production of these documents the clearance label is signed and returned to master.

Vessel carrying Passengers.—If proceeding to ports out of Europe, Mediterranean ports excepted, duplicate Passenger Lists must be furnished. Masters of British sailing ships carrying passengers must make the declaration that the vessel is furnished with the recessary number of boats under the Merchant Shipping Act.

Boat declaration not required from British passenger steamers, but production of Passenger Certificate necessary.

Ships under Passengers' Act must in addition have a bond executed in duplicate before the Clearing Officer by master and owner or charterer.

Outward Pilotage.—For foreign vessels going beyond Brest the receipt for outward pilotage must be produced.

Bills of Health are issued at the clearing seat when required.

Coasting Trade Defined.—All trade by sea from any one part of the United Kingdom to another shall be deemed to be coasting trade. Penalty for coasting ship deviating from coasting voyage unless forced by unavoidable circumstances. Goods brought coastwise may be entered outwards without landing if not liable to duty.

Cargo Books must be kept by masters in the coasting trade under penalty. Transire and duplicate containing the necessary particulars signed by the master shall, in the coasting trade, before departure of vessel be delivered to the collector, who retains the duplicate and returns the original duly signed by him. This account shall be the outward clearance of the ship and the transire or pass for the goods therein.

Transires of Foreign Vessels.—Before issue of transire the agent applying for same is to produce a declaration made by the master showing the vessel's nationality.

COMPARISON OF THE DRAUGHT OF FOREIGN VESSELS WITH THE EQUIVALENT DRAUGHT IN ENGLISH FEET.

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9	0	II	3	9	0	9	4'0		0	9	2'9	9	0	9	IO,I	9	0	8	7'5	9	0	9	3,1
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COMPARISON OF THE DRAUGHT OF FOREIGN VESSELS WITH THE EQUIVALENT DRAUGHT IN ENGLISH FEET

continued.

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9		10	3.1	10	0	9	8'4	9	0	9	3'2		0	10	3'7	9	0	8	4'2		0		11,3
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15			1,5	15	0	16	2'1		0	15	5'4	15	0	17	2'2	15	0		10'9		0	14	10'7
16		18		16	0	17	3.0		0	16	57		0	18	4'0		0	14	10,3				10.6
17		19	4'5		0	18	3'9		0	17	6'1		0	19	57		0	15	9,5				10'5
18	-	20	6,3		0	19	4'9		0	18	6.4		0	20	7.5		0	16	8.3				10,4
20		21		19	0	20	5.8		0	20	6'8		0	21	9'2		0	17	7.4 6.6				10,3
21			9'5		0	22		20	0	21	7'5		0	24		20	0	10	5'7				10,1
22			0'0		0	23	8.6		0	22	2.8		0	25	2'5		0	20	4.8				10,0
23			3.6		0	24	0.6		0	23	8.3		0	26	4'2		0	21	3.0				10,0
24			4'3				10'5		0	24	8.6		0	27	6.0		0	22	3,1				10'9

The Belgian Measure is similar to the French. Large Bremen and Russian Ships are usually marked in English feet; Dutch, Antwerp, and German with Rhineland Measure; Finland with Swedish; and Austrian with Italian Measure. Greek and Italian Lineal Measure are similar to the French.

COMPARATIVE TABLE OF CLASSIFICATION OF SHIPS.

	ı	1	1	1
Classification of Ships.	Lloyd's Register.	Bureau Veritas.	Austrian Lloyds.	Italian Register.
rst Class. 1st Grade, 1st Class 2nd ,, ,, 3rd ,, ,,	A I red A I	*/a I I */a I I */a I I {*/a 2 I */a 2 I	AII BII BIII CIII	100 I I 0,85 I I 0,85 II I 0,75 II I
2nd Class. 1st Grade, 2nd Class 2nd ,, ,,	E I	1/s 3 2 1/s 3 2	C II II	0,65 III II 0,50 III II

COMPARATIVE TABLE OF CLASSIFICATION OF SHIPS-continued.

Classification of Ships.	Nor- wegian Register.	American Register.	German Lloyds.	Nether- lands Register.	Registre Internationale.
1st Class. 1st Grade, 1st Class 2nd ,, ,, 3rd ,, ,,	A 1 A 2" (A 2 B 1 B 2	{A1 (A11 A12 (A13 (A2	A II A II	{A 1	{ 1re C 1° 1re C 2° 2e C 2° { 3e C 1°
2nd Class, 1st Grade, 2nd Class 2nd ,, ,,	C 1 C 2	A 2 A 2 ³	C L C K	C D	3e C 2*

1 F, 2 F, 3 F, Lloyd's Register Class for foreign vessels not constructed according to Lloyd's rules, but surveyed by Lloyd's.

LLOYD'S REGISTER FOR IRON SHIPS AND STEAMERS. - A and B subject

to survey every 4 years; every 3 years. The above class was formerly given, the following are now in use:—100 Å, 95 Å, 90 Å, subject to survey every 4 years; 85 Å, 80 Å, 75 Å, every 3 years.

Liverpool Iron Book.—Iron ships and steamers are classed in red (for periods varying from 10 to 20 years) that have been inspected by the Liverpool Association Surveyor during construction. Vessels not surveyed as above are classed in black. Twenty years red, survey every 4 years, less than 20 years red, every 2 years; 20 years black, every 4 years, less than 20 years black, every 2 years. every 2 years.

LIGHTS.

Regulations as to Lights to be carried when ships are under way.

SAILING-SHIP.—Green light starboard side; red light port side. STEAMSHIP .- Green light starboard side; red light port side; white light before foremast, not less than twenty feet, nor less than breadth of ship above hull.

SHIP BEING OVERTAKEN BY ANOTHER SHIP.—White light or flare up at stern.

STEAMER TOWING ANOTHER SHIP.—Green light starboard side; red light port side; two white lights vertically before fore-

SAILING-SHIP BEING TOWED.—The same as another sailingship.

SHIP LAYING OR PICKING UP A TELEGRAPH CABLE.—Three vertical lights before foremast six feet apart, the highest and lowest red, the middle white.

SHIP NOT UNDER COMMAND.—Three vertical red lights before foremast, three feet apart.

PILOT VESSEL ON PILOTAGE DUTIES.—White light at masthead, and at intervals, not exceeding 15 minutes, a flare up light.

PILOTAGE VESSEL WHEN NOT ON PILOTAGE DUTIES.—The same lights as other ships.

OPEN FISHING AND OTHER OPEN BOATS.—In lieu of sidelights, a lantern, showing green on one side and red on the other, to be exhibited in sufficient time to prevent a collision. They may also use a flare up in addition.

FISHING VESSELS EMPLOYED IN DRIFT NET FISHING OR TRAWLING.—Two white lights from any part of the vessel whence they can best be seen. Lower light to be forward not less than six nor more than ten feet from the higher light. They may also use a flare up in addition. All flare up lights exhibited when trawling, dredging, or fishing, shall be shown from the after part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or net, they shall be exhibited from the bow.

Lights ordered to be carried when at anchor.

ALL SHIPS, VESSELS, BOATS AND FISHING VESSELS.-A

bright white light.

If a fishing vessel becomes stationary in consequence of her net fouling a rock or other obstruction, she shall show the light and make the fog signals for a vessel at anch or.

BRITISH SHIPS' PAPERS.

THE FOLLOWING ARE THE PAPERS GENERALLY FOUND ON BOARD A MERCHANT VESSEL (UNDER DIFFERENT NATIONALITIES THIS LIST MAY VARY):—

Every merchant vessel should carry on board some official voucher of her nationality, issued by the authorities of the country

to which she belongs.

The official voucher of a vessel which belongs to a country possessing a register of its mercantile marine, is a certificate of her Registry: in other cases its form varies, and is called "Passport," "Sea-brief," &c.

The Certificate of Registry is a document signed by the registrar of the port to which the vessel belongs, and usually specifies the name of the vessel and such port; her tonnage, &c.; the name of her master; particulars as to her origin; and names

and description of her registered owners, &c.

The Passport purports to be a requisition on the part of a Sovereign Power or State to suffer the vessel to pass freely with her company, passengers, goods and merchandise without any hindrance, seizure, or molestation, as being owned by citizens or subjects of such State. It usually contains the name and residence of the master; together with the name, description, and destination of the vessel.

The Sea-letter, or Sea-brief is issued by the civil authorities of the port where the vessel is fitted out; and it entitles the Master to sail under the flag and pass of the nation to which he belongs; and also specifies the nature and quantity of the cargo, by whom it

is owned, and its destination.

The Charter-party is the written contract by which a vessel is let, in whole or in part; the person hiring being called the charterer.

It is executed by the owner or master, and the charterer.

Amongst other things it usually specifies the name of the master, the name and description of the vessel, the port where she was lying at the time of the execution of the charter, the name and residence of the charterer, the character of the cargo to be put on board, the port of loading, the port of delivery, and the freight which is to be paid.

The Charter-party is almost invariably found on board a vessel

which has been chartered.

The Official Log-book is the log-book which the master is compelled to keep in the form prescribed by the municipal law of the country to which the vessel belongs.

The Ship's Log is the log kept by the master or mate for the information of the owners of the vessel.

The Builder's Contract is found on board a vessel which has not changed hands since she was built. It sometimes serves, in the absence of the pass or sea-letter or certificate of registry, for verification of a vessel's nationality.

The Bill of Sale is the instrument by which a vessel is transferred to a purchaser. It should be required whenever a sale of a vessel is alleged to have been made either during the war or just previous to its commencement, and if there is any reason to suspect that the vessel is liable to detention, either as an enemy's vessel or as a British or allied vessel trading with the enemy.

Bills of Lading usually accompany each lot of goods.

A Bill of Lading on board a vessel is a duplicate of the document given by the master to the shipper of goods on the occasion of the shipment; it specifies the name of the shipper, the date and place of the shipment, the name and destination of the vessel, the description, quantity, and destination of the goods, and the freights which are to be paid.

The Invoices, which should always accompany the cargo, contain particulars of each parcel of goods, with the amount of the freight, duties, and other charges thereon, and specify the name and address of the shippers and consignees.

The Manifest is a list of the vessel's cargo, containing the mark and number of each separate package, the names of the shippers and consignees; a specification of the quantity of goods contained in each package, as rum, sugar, &c., and also an account of the freight corresponding with the bills of lading. In many cases packages are signed for "contents unknown."

The Manifest is usually signed by the ship-broker who clears the vessel out at the custom-house, and by the master.

The Clearance is the certificate of the custom-house authorities of the last port from where the vessel touched, to show that the custom duties have been paid. The clearance specifies the cargo and its destination.

Shipping Articles are the agreements for hiring seamen. They should be signed by every seaman on board, and should describe accurately the voyage and the terms for which each seaman ships, and specify the provisions to be given.

Crew List and Shipping Articles.—Upon arriving in a foreign country the master of a vessel deposits these papers with the Consul representing the flag which covers the vessel, and takes a receipt therefor: these papers are returned to the master when clearing from his Consul.

The Bill of Health is a certificate that the vessel comes from a place where no contagious distemper prevails, and that none of her crew were infected at the time of her departure, and is endorsed if any sickness was prevalent.

TIME AND KNOT TABLE.

The figure in this table which corresponds to the time in which a vessel passes ever the measured knot is her rate of speed per hour in knots.

Secs.	2 min.	3 min.	4 min.	5 min.	6 min.	7 m.	8 m.	9 m.	iom.	ıım.	12 m.	13m.	14 m.
0	30,000	20,000	15'000	15,000	10,000	8'571	7.500	6.667	6,000	5'455	5'000	4.615	4'286
1	29 752	19'890	14'938	11'960	0'072	6'551	7 484	6.654	5'000	5 446	4'003	4.600	4 281
2	29.208	19'780	14'876	11'921	9'945	8'531	7'469	6.642	5'980	5 438	4 986	4'604	4'975
3			14 815		9'917	8'511	7 453	0.030	5 970	5 430	1'070	4'508	4 270
4			14'754		9.890	8'491	7 438	6,918	5'960	5 422	4'972	4 592	4 265
5	28.800	19,420	14.694	11,803	9.863	8'471	7 423	6.606	5'950	5'414	4'965	4'586	4.260
			14'634		9'836	8'451	7'407	6.253	5'941	5 405	4'959	4.280	4 255
78			14 575		9,900	8'431	7 392	0,281	5 931	5 397	4 952	4 574	4 250
	28,152	19.149	14.210	11.088		8 411	7'377	0.200	2,051	5 389	4 945	4 508	4 245
10	27 907	10.040	14'458	11 050	9 750	8.392	7'362	0.557	5 911	5 381	4,338	4.203	4 240
11	27 092	TR-848	14'400	**	9 734	0 372	7 347	6.545	2 905	5 373	4 931	4 557	4 235
12			14.586		0.623	8 333	7'317	6:534	5.88a	2 302	4 925	4 551	4.430
13	27'068	11.653	14'229	11.200		8.314	7,305	6'sto	5.872	5 337	4 910	4 545	4,000
14	26.866	18:557	14'173	11.465	0'626	8 205	7.287	6.408	5.863	5 247	4,002	4 534	4'215
15	26.667	18:461	14'118	11:420	9.600	8.276	7'287	6-486	5'854	51333	4.808	4'528	4 210
16	26'471	18'367	14'062	11.302	9'574	8'257	7'258	6.475	5 B44	5'325	4'801	4'523	4 206
17			14'008		9.549	187238	7 243	0.403	5 835	5 318	4 885	4 517	4 201
18	26.084	18,185	13'953	11,351	9'524	8'219	7 229	6.452	2.832	5,310	4 878	4'511	4'196
19			13,000		9'499	8,300	7'214	6.440	2,819	2,305	4.871	4'506	4'191
20			13.846		9 474	8.185	7'200	6.429	2,800	5'204	4.865	4,200	4'186
21	25 532	17.910	13'793	11.512	9.449	8,103	7'186	0.417	5 797	2,580	4 858	4 494	4 181
22	25 352	17 022	13.740	11.100	9 424	0.145	7 171	0.400	5 700	5 271	4 652	4 409	4 170
24			13.636				7 157						
25			13.282			8'000	7 129	6.323	5.760	2 503	4 839	4,470	4 162
26			13'534			8'072	7'115	6.360	5'751	5 248	4.856	4.466	4'157
27	24'490	17'391	13'483	11.000	9'302	8'054	7'101	6.340	5'742	5 240	4.810	4'461	4'152
28	24'324	17.308	13'433	10.976	9'276	8:036	7'087	6.338	5 732	5 233	4.813	4'455	4'147
29			13.383		9 254	8.018	7'073	6.324	5 723	5'225	4 800	4 450	4 143
30			13,333				7'059						
31			13,584			7 982	7'045	6,302	5 703	5,510	4 794	4.439	4 133
33			13'235				7'031						
34			13,130		0,132	7 947	7'018	6.523	5 608	2 195	4 701	4 420	4 114
35			13,001		0'114	7 930	6.990	6.261	5'660	5'180	4 7/4	4'417	4 114
36	23'077	16.667	13'043	10'714		7.805	6.977	6.250	5.660	5'172	4.762	4'412	4 110
37	22,030	16.200	12.996	10.682			6.963						
38			12'950		9'045	7'860	6.020	6.228	5'643	5'158	4 749	4'401	4'100
39			13.003		9'023	7.843	6.036	6.518	5.634	5'150	4 743	4 396	4.096
40			12.857			7'826	6,053	6,504	5.625	5'143	4 737	4'390	4 001
41 42	22 300	10.290	12,311	10'557	8.970	7'809	6.010	0.100	2,010	2,130	4 731	4,382	4 080
43			12'721			7.792	6.897	0.190	5 007	5 128	4 724	4 379	4 082
44			12.676			7 775	6.883	6.175	5 599	5 121	4 718	4 374	4 077
45			15.635			7 759	6.857	6'154	5 590	2 224	4 712	4 309	4 072
46	21'687	15'020	12.287	10,402		7,232	6.844	6.143	5.573	5,000	4 700	4,368	4.063
47	21'557	15.859	12'544	10'375	8.845	7,400	6.B21	6.133	5"564	5,000	4.600	4.253	4 050
48	21'429	15'789	12'500	10'345	8.834	7.600	6.818	6,155	5'556	5'085	4.687	4 348	4'054
49	31,305	15'721	12'457	10,312	8,905	7 070	0.802	0,115	5.547	5 076	4 051	4 343	4 049
50			12'414		8.280	2.660	6.202	6. too	E"ERR	E '020	4 fore	4 *****	A COAR
12	21,023	15 584	12,341	10.526	8 759	7'643	6.480	0.001	5'530	5'003	4 669	4'332	4 040
52	20,800	15 517	12'329	10.554	0.730	7 027	0.707	0.091	5 531	5.020	4 003	4 327	4 035
53 54			12'287			7 011	6.754	6'06	5 513	5 049	4 057	4 322	4 031
55			12,503			7 575	6.742	6'050	2 202	2 042	4.64	4 310	4.027
56			12,105		3.654	7'560	6.716	6'040	5.488	2,038	4.620	4.306	4,018
57			12,151			7'547	6'704	6,030	5 470	5'021	4 677	4,301	4,013
58			15,081		8.612	7'531	6.691	6'030	5'471	5'014	4 627	4'296	4'009
50	20,115	14,064	12'040	10,038	8,203	7'516	6.679	6.010	5'463	5'007	4 621	4'291	4 004

BRITISH NAVAL SERVICE.

Admiralty Office (£203,400). Naval Department.—Whitehall. Hours 11 to 5.

LORDS COMMISSIONERS (£15,900). FIRST LORD, Right Hon. Lord G. F. Hamilton, M.P. (with house), £4,500.

NAVAL SECRETARY, Capt. A. T. Dale, £500 (in addition to professional pay).

ASSISTANT SECRETARY AND PRINCIPAL CLERK, Richard D. Awdry, £1,000.

CONTROLLER OF NAVY, Rear-Admiral John O. Hopkins, £1,700 (in addition to professional pay).

DIRECTOR OF NAVAL CONSTRUCTION, W. H. White, £2,000.

DIRECTOR OF VICTUALLING DEPARTMENT, Henry F. R. Yorke, \$\int_{800}\$.

DIRECTOR OF NAVY CONTRACTS, John Collett, £1,200.

MEDICAL DIRECTOR-GENERAL, Sir John W. Reid, K.C.B., M D. £1,300.

ACCOUNTANT-GENERAL AND COMPTROLLER NAVY PAY, Sir Gerald FitzGerald, K.C.M.G., £1,500.

DIRECTOR OF TRANSPORTS, Captain Harry W. Brent, £1,900.

DIRECTOR OF WORKS, Colonel Percy G. L. Smith, R.E., £1,300. HYDROGRAPHER, Captain William J. L. Wharton, F.R.S., £1,000. SUPERINTENDENT OF NAVAL RESERVES, Rear-Admiral Sir George Tryon, K.C.B., £1,596.

THE BOARD OF TRADE.

ORGANISATION AND DIVISION OF LABOUR.

In the Civil Service, the Board of Trade, over which Sir Michael Hicks Beach at present presides, is usually termed the "Big Board," more because of the numerous matters dealt with by the Board than from the large number of members—nominal for the most part—of which it really consists. The Board practically consists of the president, the permanent secretary (Sir H. G. Calcraft, C.B.), and an assistant secretary attached to the Marine Department, Finance Department, Harbour Department, Railway Department, Statistical Department, and Fisheries Department respectively.

Marine Department.

(Assistant Secretary, Mr. GEORGE J. SWANSTON, C.B.)

SUBJECTS.—Admiralty Courts. Albert Medal. Chains, Cables, and Anchors Act. Crew Spaces. Discipline. Distressed Seamen, Relief of (Rules and Principles). Examinations of Masters, Mates, and Engineers. International Code of Signals. International Questions concerning Shipping. Life-Saving Apparatus. Lights and Fog Signals. Lime and Lemon Juice, and Anti-Scorbutics. Medical Scale for

Merchant Ships. Mercantile Marine Offices and Local Marine Boards. Misconduct, Inquiries into. Naval Reserve. Passenger Ships, Survey of. Rewards for Saving Life. Tonnage, Measurement of. Training Ships. Unseaworthy Ships. Wrecks and Casualties, Inquiries into. Wreck Register.

Finance Department.

(Assistant Secretary, Mr. Allen Stoneham.)

SUBJECTS.—Accounts and Estimates of all Departments of the Board of Trade. Accounts of Lighthouse Boards. Accounts of Consuls and Colonial Shipping Masters, including Accounts of Relief of Distressed Seamen. Accounts of Superintendents and Receivers of Wreck. Claims on Owners of Vessels. Greenwich Sixpences Fund. Life Assurance Companies Returns. Merchant Seamen's Fund (Pensioners'). Money Orders. Pensions. Greenwich Hospital Fund. Seamen's Savings Banks. Seamen's Temporary Deposit Bank (Liverpool). Wages and Effects of Deceased Seamen.

Harbour Department.

(Assistant Secretary, Mr. CECIL TREVOR, C.B.)

SUBJECTS.—Average. Explosives Act. Fisheries. Foreshores. Freight. Harbours. Liability of Shipowners. Lighthouses and fixed Fog-signals. Loans to Harbour Authorities. Local Charges on Shipping. Pilotage. Protection of Navigable Channels, Ports, &c. Provisional Orders, Piers and Harbours. Provisional Orders, Oyster and Mussel Fisheries. Quarantine. Registration of Ships. Standards. Suez Canal. Tidal Waters, Wreck and Salvage.

Railway Department.

(Assistant Secretary, Mr. E. COURTENAY BOYLE, C.B.)

SUBJECTS.—Alkali Act. Art Unions. Charters. Copyright and Trade Marks. Gas Companies. Industrial Exhibitions Act. Joint Stock Companies. Partnerships. Railways. Registry of Designs. Telegraphs and Electric Lighting.

Statistical or Commercial Department.

(Assistant Secretary, Mr. R. GIFFEN.)

SUBJECTS.—Statistics generally, and Corn Returns.

Fisheries Department.

(Assistant Secretary, Mr. ARTHUR D. DERRINGTON.)

SUBJECTS.—Administration of Merchant Shipping (Fishing Boats) Act, 1883, &c. and other matters relating to the Sea Fishing Service.

Bankruptcy Department.

Inspector-General in Bankruptcy, Mr. JOHN SMITH.

Chief Official Receiver, Mr. R. P. HARDING.

SUBJECTS.—General Administration of Bankruptcy Act, and regulations and procedure thereunder.

General Registry and Record Office of Shipping and Seamen, Custom House, London, E.C.

> (Registrar-General of Shipping and Seamen, Mr. J. CLARK HALL.)

SUBJECTS.—Transcripts of Registers of British Ships. Ownership and Mortgages, &c. Custodian of Agreements with Crews. Official Logs. Apprentices' Indentures. Certificates of Masters, Mates, and Engineers, Royal Naval Reserve.

TABLE OF CONSULAR FEES.

(Consular Fees Order in Council, 1888.)	General.		hina and apan.
For Declaration to register, transfer, and transmission of ships, &c Endorsing change of master upon register Recording mortgage of ship or shares Recording the transfer of , , Recording discharge of , , , Every sale of , , , Every seaman engaged Alteration in shipping agreements Every seaman discharged or left behind Every desertion	£ s. d. 0 5 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 2 0 0 2 0 0 2 0	1 0 2 1 2 2 0 0 0 0 0 0	Cents. 0 50 50 50 0 50 25 50 50 50 50 50
", Attesting a seaman's will Examination of provisions or water On Disbursements for distressed seamen, Commission 24 per cent.	0 2 0	2	50 50
For Noting protest	076	1	0
" Order of survey	0 10 0	1	0
" Extending protest or survey	100	5	0
And if over 200 words, for every 100 words plus For attendance, out of Consular Office, for ship,	0 2 6	°	50
&c., over and above travelling ex., per diem	200	5	0
,, Attending valuation of goods, if less than 2 hours Do. for each additional hour 10/- with maximum per	100	2	50
day	4 4 0	5	0
Do. Maximum	4 4 0	5	0
For attending sale	2 2 0	10	0
Certificate of landing	0 10 0	2	0
Bill of health	0 10 0	2	50

HER MAJESTY'S CONSULAR OFFICERS.

A. and C.G., Agent and Consul-General. C.G., Consul-General. C., Consul. V.C., Vice-Consul.

AFRICA (East Coast).

Somali Coast, Lt.-Col. F. M. Hunter, C.B., C. erbera, L. P. Walsh, V.C. (see also Berbera,

AFRICA (West Coast).

Old Calabar, &c., E. H. Hewett, C.M.G., Cunto, C.A.

Bonny, J. Munto, C.A.

Old Calabar, A. Gillies, C.A.

Oil Rivers, —, V.C. (see also Congo,
France, Germany, Portugal, and

Casio. Spain).

ARGENTINE REPUBLIC.

Buenos Ayres, R. Bridgett, C. Bahia Blanca, E. P. Goodhall, V.C. Concordia, O. Budge, V.C. Cordoba, W. Martin, V.C. Parana, W. F. Dansey, V.C. Rosario, U. M. H. Mallet, V.C. Santa Fé, J. W. Richards, V.C.

AUSTRIA-HUNGARY.

Vienna, G. Nathan, C.G. Buda-Pesth, Sir A. Nicolson, K.C.I.E., C.G.; I. Brüll, V.C. Fiume, G. Faber, C.; A. Steinacker, V.C. Trieste, vacant.
P. F. P. Cautley, V.C.
Lissa, S. Topich, C.A.

BADEN.

Carlsruhe, C. Oppenheimer, C.G. Mannheim, F. Ladenburg, V.C.

Munich, V. A. W. Drummond, Chargé d'Affaires; J. S Smith, C.

BELGIUM.

Brussels, T. E. Jeffes, V.C. Antweré, G. R. Perry, C.G. Ghent, G. H. Hallett, V.C. Louvain, R. Peters, V.C. Ostend, F. G. Thellusson, V.C.

BORNEO.

Brunei, , C.G.; M. B. Kasim, C.A. Sandakan, W. B. Pryer, C.A.

BRAZII.

Rio de Janeiro, W. G. Abbott, C.G.; E. C. A. Nicolini, V.C. and T. Bahia, G. A. Stevens, C. Pard, E. Kanthack, C. Maranham, H. Airlie, V.C. [V.C. Pernambuco, A. Cohen, C.; W. Hughes,

BRAZIL—continued. Ceard, W. Studart, V.C. Maceio, G. W. Wucherer, V.C. Maceto, G. W. Wucherer, V.C.
Penedo, C. Goble, V.C.
Rio Grande do Norte, S. Bolshaw, V.C.
Rio Grande do Sul, C. W. Bennett, C.
Porto Alegre, A. Archer, V.C.
St. Catherine's, R. J. Reidy, V.C.
Santos, F. H. Cowper, C.
Paranagua, J. S. Gomes, V.C.

CHILE.

Santiago, J. G. Kennedy, C.G.; J. H. Thomas, V.C. Caldera, H. B. Beazley, V.C. Cognimbo, J. Grierson, C. Valparaiso, W. H. Newman, C.; A. F. Howard, V.C. Howard, V.C.
Antofogasta, J. Barnett, V.C.
Antofogasta, J. Barnett, V.C.
Arrica, W. Finlayson, V.C.
Carrizal Bajo, J. King, V.C.
Coronel, F. W. Schwager, V.C.
Iguique, M. Jewell, C.
Lota, M. J. Wilson, V.C.
Pisagua, G. J. Clarke (Acting), V.C.
Pisagua, G. J. Clarke (Acting), V.C.
Taltal, T. H. Peters, V.C.
Taltal, T. H. Peters, V.C.
Tocopilla, W. H. Williams, V.C.
Tomé, J. S. Vaillant, V.C.

CHINA.

Pehin, B. Brenan, C. (see Tien-tsin).

Amoy, R. J. Forres, C.; C. P. Simoes,
Clerk. Canton, C. Alabaster, C.
Macao, —, V.C. (see Portugal).
Chefoo, C. F. R. Allen, C.
Chinkiang, W. R. Carles, C.
Poo-chow, G. Phillips, C.
Pagoda Island, C. W. Everard, V.C.
Hankow, C. T. Gardner, C.
Ichang, W. Gregory, C.
Kiu-kiang, G. Jamieson, C.
Kiu-kiang, G. Jamieson, C.
Kiu-kiang, G. Jamieson, C.
Kiung-chow, E. L. Oxenham, C.
New-chowag, T. Watters, C.
Ningho, A. Frater, C.
Pakhoi, B. C. G. Scott, C.
Shangkai, P. J. Hughes, C.G.; T. L.
Bullock and G. Brown, V.C.
Swatsu, E. C. Baber, C.
Tainan (Formosa), P. L. Warren, C.
Tamsuy, H. A. Giles, C.
Tien-tzin, B. Brenan, C.
Wukhu, C. M. Ford, C. Canton, C. Alabaster, C.

COLOMBIA.

Bogotd, W. J. Dickson, C.G.; T. H. Wheeler, V.C. Buenaventura, J. Davey, V.C.

COLOMBIA—continued.

Honda, H. Hallam, V.C.
Medellin, W. Gordon, V.C.
Penamá, L. Joel, C.G.
Barranquilla, R. A. Joy, V.C.
Carthagena, T. C. Stevenson, V.C.
Colon, C. C. Mallet, C.
Santa Martha, M. F. Cart, V.C.

CONGO, G. F. N. B. Annesley, C.

COREA (see China).

COSTA RICA.

IC.G. See Guatemala, J. P. Harriss-Gastrell, San José, C. Sharpe, C. Port Limon, T. H. Taylor, V.C.

DENMARK.

DENMARK.

Copenhagen, A. P. Inglis, C.; A. S. MacGregor, V.C.

Aarhus (Juliand), R. Wulff, V.C.

Bornholm, Is. of, J. Hintze, V.C.

Etsinore, L. M. F. Schmidt, V.C.

Fredericia (Juliand), H. M. E. Rasmussen, V.C.

[V.C.

Frederickshaven (Juliand), W. Schmidt, Kastrup, S. A. Fugl, V.C.

Korsder, P. Jorgensen, V.C.

Lemvig (Juliand), A. Andersen, V.C.

Nyborg (Funen), W. Krünse, V.C.

Odense (Funen), E. Bendz Muus, V.C.

Randers (Juliand), W. Hald, V.C.

Thisted (Juliand), E.A. Bendixsen, V.C.

Thorthaon (Fave Is.), R. Oestrom, V.C.

Reshjavik (Iceland), W.G. Paterson, C. St. Thomas and Ste. Croix, Herman McDougal, C.

Bestin (C. C.) McDougal, C.

Bassin (S. Croix), R. Armstrong, V.C. Fredericksted (S. Croix), R. Merlin, C.A.

DOMINIC. REPUBLIC.

See Hayti, J. N. E. Zohrab, C.G. San Domingo, D. Coën, V.C. Porto Plata, A. Reimer, V.C.

EGYPT.

Cairo, Sir E. Baring, G.C.M.G., K.C.B., K.C.S.I., A. and C.G.; R. Borg, C. Astonam, B. Sarkiss, C.A. Birhet-Es-Sab, C. S. Carr, C.A. Luxor, A. Mustapha, C.A. Mansourah, F. T. Murdoch, C.A. Mehalla, G. J. Kent, C.A. Zaç-a-Ziç, S. Felice, V.C. Alexandria, Sir C. Cookson, K.C.M.G., C.B., C. and J.; S. F. Huri, Cancell. and Dragoman. Damietta, A. Anhoury, C.A. and Dragoman.

Damietta, A. Anhoury, C. A.

Port Said, W. P. Burrell, C.; F. F.

Maling, V.C.

Sues, J. R. Norrish, V.C.

Suakin, H. D. Barnham, C.

EQUATOR.

Quito, C. W. Lawrence, M.R. and C.G. Guayaquil, G. Chambers, C.

FRANCE.

Paris, F. Atlee, C.M.G., R. and L., and C.; J. F. D. Bowden, V.C.

Ajaccio (Corrica), M. H. Drummond, C.

Bastia, A. C. Southwell, V.C.

Calvi & He Ronses, A. Roncajolo, V.C.

Algiera, Sir R. L. Playfair, K.C.M.G.,

C.G.; G. W. Crawford, V.C.

Beni Saf, J. O. Stewart. V.C.

Bone, Abel de la Croix, V.C.

Philipheville, H. Teissier, V.C. [V.C.

Bordanax, W. Ward, C.; W. J. Norcop,

Arrachon, Adrien F. de Lobel, V.C.

Bayonne, Capt. R. P. Leeson, V.C.

Biarritz, E. H. W. Bel'airs, V.C.

Pan, A. H. Foster-Barham, V.C.

Boulogne, E. W. Bonham, C.; R. N.

Surplice, V.C.

Calais, W. Thomsett, V.C.

Brest, J. G. Haggard, C.

L'Orient, F. Jullien, V.C.

Cayenne, W. Wyndham C.(see Surinam);

L. Wacongne, V.C.

Cayenne, W. Wyndham C.(see Surinam);

L. Wacongne, V.C.

Cherbourg, Hon. H. P. Vereker, C.;

G. Bonfils, V.C.

Le Mans, John de Veulle, V.C.

St. Malo, Hon. E. Henniker-Major, V.C.

Duhkirk, E. Taylor, C.

Havre, F. Bernal, C.G.; J. Rowell, V.C.

Caen, Major A. J. Leeson, V.C.

Chenfeur, F. Lethbridge, V.C.

Rosen, Major W. P. Chapman, C.; R.

Bernal, V.C.

Trowville-Deaswille, A. F. O'N. ill, V.C.

Marseilles, C. G. G. Perceval, C. FRANCE. Rosen, Major W. P. Chapman, C.; R
Bernal, V.C.
Trowoille, Deaswille, A. F. O'Neill, V.C
Marseilles, C. G. G. Perceval, C.
Lyoss, R. Ottley, V.C.
Toulon, L. J. B. V. Jouve, V.C
Martinigue, W. Lawless, C.
Basse Terre, —, C.A.
Fort de France, —, C.A.
Pointe-à-Pitre, J. Japp, V.C.
Nantes, B. Pauncefote, C.
Croisic, A. M. P. Maillard, V.C.
La Rochelle, R. S. Warburton, V.C.
Sables d'Olonne, T. Lelièvre, V.C.
St. Nasaire, H. E. Dickie, V.C.
Tonnay-Charente, G. L. Link, C.A.
New Caledonia, E. L. Layard, C.M.G
C.; E. L. C. Layard, V.C.
Mice, J. Harris, C.; E. Gurney, V.C.
Afentone, C. Palmero, V.C.
Résnion, C. L. St. J. Jhn, C.
Saigon (Cochin China), C. F. Tremlett, C.
Tahiti (Society 1s.), A. G. S. Hawes, C.;
G. Miller, V.C.
IERMANY.

GERMANY.

Berlin, Gerson von Bleichröder, C.G. Hans von Bleichröder, V.C. [V.C. Berlin, Gerson von Bleichröder, C.G. Hans von Bleichröder, V.C. [V.C. Dantsig, H. Carew-Hunt, C.; M. Durège Breslau, H. Humbert, V.C. Königsberg, A. Maeckelburg, V.C. Memel, H. Pietsch, V.C. Pillau, R. Lietke, V.C. Dusseldorf, T. R. Mulvany, C.

REMANY—continued.

Frankfort-on-Main, C. Oppenheimer, C.G.; B. Goldbeck, V.C.

Hamburg, Hon. C. S. Dundas, C.G.; G. A. Pogson, V.C.

Bremer, K. Gross, V.C.

Bremer, C. H. Reike, V.C.

Bremer, D. Schwoon, V.C.

Cuxhaven, J. P. Angelbeck, V.C.

Emden, F. D. Ihnen, V.C.

Flensburg, T. Hollesen, V.C.

Husum, C. Christiansen, V.C.

Kiel, C. Kruse, V.C.

Lubcck, H. L. Behncke, V.C.

Rostock, C. Lesenburg, V.C.

Tonning, C Becker, V.C.

Wismar, H. Podeus, V.C.

Stettin, W. Powell, C.; W. H. Reid, V.C.

Swinemünde, E. Rose, V.C. GERMANY-continued.

GREECE.

Athens, T. G. Dickson, V.C.
Corfu, R. Reade, C.; T.Woodley, V.C.;
O. Alexander, Chan.
Cephalonia, J. Saunders. V.C.
Zante, E. D. Canale, V.C.
Patras, T. Wood, C.; F. B. Wood, V.C.
Calamata, D. A. Leondaritti, V.C.
Pirgos, C. Fauquier, V.C.
Pirgus, H. L. Dupuis, C.
Ergasteria, S. Desposito, V.C.,
Volo, A. A. C. E. Merlin, V.C.
Syra, J. Anderson, C.; J. Quintana, V.C.

GUATEMALA.

Guatemala, J. P. Harriss-G: M.R. & C.G.; A. Chapman, C. Livingston, H. S. Wardlaw, V.C. Harriss-Gastrell,

HAWAIIAN ISLANDS.

Comolulu, Major J. H. Wodehouse, Comr. and C. G.; T. R. Walker, V.C. Honolulu,

HAYTI.

Port-au-Prince, J. N. E. Zohrab. Aux Cayes, E. L. Dutton, V.C. St. Marc, John A. De Lande, V.C.

HERVEY IS.

Raratonga, R. Exham (Acting), C.

HESSE DARMSTADT.

Darmstadt, Hon. W. N. Jocelyn, C.B., Ch. d'Affaires; C. Oppenheimer, C.G.

HONDURAS.

(See Guatemala), J. P. Harriss-Gastrell, M.R. and C.G. Amapala, J. Rössner, V.C. Omoa, J. F. Debrot, C. Truxillo, W. Melhado, C

ITALY.

Rome, A. R. Franz, C. Civita Vecchia, L. Sperandio, V.C. Cagliari (I. of Sard.) E. Pernis, C. Carlo Forte, San Antico, San Pictro, A. Armeni, V.C.

TALY—continued.
Sassari, C. Bellieni, V.C.
Terranova, G. Tamponi.
Florence (North Italy & East Tuscany)
Sir D. E. Colnaghi, C.G.; A. J.
French, V.C.
Ancona, A. P. Tomassini, V.C.
Milan, J. Whitmore, V.C.
Turin, G. E. Biletta, V.C.
Venice, Edward D. Zuccato, V.C.
Genoa, M. Brown, C.; E. Reader, V.C.
San Remo, J. Congreve, V.C.
Savona, O. Ponsone, V.C.
Savona, O. Ponsone, V.C.
(C. Leghorn (Tuscany), Lt. H.O'Nei I, R.N.,
Elba, E. Fossi, V.C.
Naples (S. Italy), E. H. B. Hartwell, C.;
F. T. Tunner, V.C.
Bari, E. Berner, V.C.
Barletta, M. Parlender, V.C. ITALY—continued. R. T. Turner, V.C.
Bari, E. Berner, V.C.
Barietta, M. Parlender, V.C.
Brindisi, S. G. Cocoto, C.
Castellamare, J. Drinkwater, V.C.
Catanzaro, A. Cricelli, V.C.
Galijoli, A. Zarb, V.C.
Gioja, A. Briglia, V.C.
Manfredonia, C. Caffarelli, V.C.
Monopoli, L. Finamori Pepe, V.C.
Salerno, P. Consiglio, V.C.
Taranto, G. Alberti, V.C.
Palermo, W. Stigand, C.; J. Towsey,
Catania, R. O. Franck, V.C.
Girgenti, E. A. Oates, V.C.
Licata, A. Giglio, V.C.
Mazzara, V. F. Verderame, V.C.
Mazzara, V. F. Verderame, V.C.
Sozilitti, C. Porcelli, V.C.
Sozgitti, C. Porcelli, V.C.
Svracuse, N. Bisani, V.C.
Terranova, G. Bresmes, V.C
Trapani, G. Marino, V.C.
Reggio (Calabria), Mr. Ed. Kerrick.

JAPAN.

Tokio, H. Fraser, Min. Plen. and C.G.; J. H. Longford, V.C. Hakodate and Neegata, J. C. Hall, C. Hiogo and Osaka, J. J. Enslie, C. Nagasaki, J. J. Quin, C. Yokohama, J. Troup, C.

LIBERIA.

Capt. J. Shaw Hay, c.m.g., C.

MADAGASCAR.

Tamatave, —, C.; A. Sauzier, V.C. Andovoranto, Rev. H. A. Jones, V.C. Antananarivo, W. C. Pickersgill, V.C. Fenoarivo, —, V.C. Mahanora, J. J. Wilson, V.C.
Mahanora, J. J. Wilson, V.C.
Manansary, C. F. Griffin, V.C.
Mojunga, S. Knott, V.C.
Vatomandry, —, C.A.
Vohemar, G. d'E. de Chermoy, V.C.

MEXICO.

Mexico, L. E. G. Carden, C. Guaymas, —, V.C. Masatlan, C. Woolrich, V.C. Nuevo Larede, T. O'Conor, V.C. Mexico-continued. Progreso, A. Peirce, V.C. San Blat and Tepic, F. J. Allsopp, V.C. Vera Crut, A. Baker, C. Laguna de Termines, A. Latch, V.C. Minatitlan, J. Wright, V.C.

MONACO (see Nice). J. C. Harris, C.; E. Smith, V.C.

MONTENEGRO.

Cettinjé, W. Baring, Chargé d'Affaires.

MOROCCO.

Tangier, Sir W. K. Green, K.C.M.G., En. Ex. Min. Plen. and C.G.; H. E. En. Ex. Min. Plen. and C.G.; H. E. White, C. Laraiche, J. Imossi, V.C. Rabat, J. Frost, V.C. Tetuan, I. S. Nahon, C.A. Magader, C. A. Payton, C.; R. L. N. Johnston, V.C. Daret Baida, R. S. Hunter, V.C. Masagan, A. Redman, V.C. Safte, G. P. Hunot, V.C.

MUSCAT.

Muscat, Lt.-Col. E. Mockler, C., Acting.

NETHERLANDS.

Amsterdam, W. C. Robinson, C.; C. Robinson, V.C.
Groningen, U. G. Schilthnis.
Harlingen, D. Fontein, V.C.
Helder, J. Goedkoop, V.C.
Texel, J. R. G. C. Westenberg, V.C.
Balavia (Tawa), N. McNeill, C.
Samarang, S. R. Lankester, V.C.
Souradaya, A. Dowie, V.C.
Curaçoa, A. D. Jesurun, C.
Oruba, —, V.C.
Paramarijo (Surinam), W. Wendham. Curaçoa, A. D. Jesurun, C. Oruba, —, V.C., Paramaribo (Surinam), W. Wyndham, C.; A. Buchan, V.C.; P. Castle, Int. Rotterdam, H. Turing, C. Browwerzhaven, Joost de Kater, C.A. Dordrecht, E. Boonen, V.C. Flushing, Pieter L. de Bruyne, V.C. Flushing, Pieter L. de Bruyne, V.C. Hellevoettsluis and Brielle, J. Mes, C.A. Maasihuis, G. Dirkxwager, C.A. Cerucusen, H.C. E. van Vseisteren, C.A. Terneuzen, H.C. E. van Ysselsteyn, C.A.

NICARAGUA.

(See Guatemala), J. P. Harriss-Gastrell, M.R. and C.G. Granada, Marshall Vaughan, C. Corinto, H. Palazio, C.A. Grey Town, H. F. Bingham, C. Bineficids, J. A. Belanger, V.C.

PACIFIC ISLANDS (Western), Sir J.

Thurston, K.C.M.G., C.G. Tonga, R. B. Leefe, V.C. New Hebrider, H. H. Romilly, C.M.G., C. Samoa, H. W. R. de Coëtlogon, C.

PARAGUAY.

(See Argentine Republic), Hon F. J. Pakenham, Minister Plen. Asuncion, W. Stewart, C.

PERSIA.

Teheran, H. T. Guinness, C. Farz, &c., Col. E. C. Ross, c.s.i., C.G. Buskire, G. Lucas, V.C. Meshed, Major-Gen., C. S. Maclean, C.B., C.I.E., C.G. Resht, ——, C. resnt, C. C. E. Stewart, C.P., C.M.G., C.G.

PERU.

Lima, Col. C. E. Mansfield, K.C.M.G., M.R. and C.G.; H. W. Isaacson, V.C. Arcynipa, A. Hartley, V.C., Cerro de Pasco, G. E. Steel, C.A. Mollendo, G. F. Robilliard, V.C. Picco, J. J. Venn, V.C. San José Lambayegue, W. V. Fry, V.C. Callao, A. St. John, C.; G. Wilson, V.C. Payta, A. Blacker, V.C.

PORTUGAL.

ORI OGAL.

J. C. F. Duff, Translator.

Belem, A. F. Duff, V.C.

Farv, F. J. Tavares, V.C.

Lager, G. M. Simoes, V.C.

Peniche, A. F. Machado, V.C.

Setubal, F. J. Pereira, V.C.

Sines, F. Pidwell, V.C.

Villa Nova de Portimae, J. A. P.

Teixeira e Castro, V.C.

Villa Real de San Antonio, F. J. L.

Loanda, —, C.; R. S. Newton, V.C. Tavares, V.C.
Loanda, C.; R. S. Newton, V.C.
Macao (China), J. R. Coulthard, V.C.
Madeira, W. Keene, C.; I. Croker, V.C.
Marmagao (India), N. Oliver, C.
Mozambigue, H. H. Johnston, C.
V.C. Mozambique, H. H. Johnston, C. Delagoa Bay, —, V.C. Quillimaine, A. C. Ross, V.C. Oporto, O. J. F. Crawfurd, C.M.G., C. H. Grant, V.C. Aveiro, A. Pereira, V.C. Caminha, Baron de San Roque, V.C. Figueira, C. Laidley, V.C. Vianno do Castello, J. Castro, V.C. St. Michaels (Asorts), W. Read, C.; J. Read, V.C. J., of Faval and Pico, T. Dart, V.C. J., of Faval and Pico, T. Dart, V.C. J. Read, V.C.

Is. of Figual and Pico, T. Dart, V.C.

Is. of Flores and Corvo, J. McKay, V.C.

Is. of St. George, J. J. Cardoon, C.A.

Is of Terceira,

J. J. de Souza Freitas, V.C.

St. Vincent (Cape Verd Islands), J. V.

Miller, C.,

St. Jago, F. L. di Biume, C.A.

Sal and Boa Vista, A. P. V. Crus, C.A.

ROUMANIA.

Bucharest, H. E. Browne, V.C.
Galatz, P. Sanderson, C.M.G., C.G.; A.
H. E. Petre, V.C.
Crayova, M. A. Dimos, V.C. Ibraila, —, V.C. Kastendjie, W. B. Churchward, V.C. Soulina, A. H. Vecqueray, V.C.

RUSSIA.

St. Petersburg, J. Mitchell, C. and T.;
J. Whishaw, V.C.
Abo, F. Frenckell, V.C.
Archangel, J. B. Cobb, V.C.
Bjorneborg, W. Kosenlew, V.C.
Cronstadt, A. Fishwick, V.C.
Hango, K. W. Korsman, V.C.
Helsing fors, C. J. Cook, V.C.
Kotka, D. Brunila, V.C.
Moscow, A. F. H. Medhurst, V.C.
Revel, E. Girard de Soucanton, V.C.
Ulcaborg, O. Ravander, V.C.
Wiborg, E. Wolff, V.C.
Odessa, T. B. Sandwith, C.B., C.G.;
P. W. J. Stevens, V.C.
Batoum, D. R. Peacock, V.C. P. W. J. Stevens, V.C.

Batoum, D. R. Peacock, V.C.

Batoum, D. R. Peacock, V.C.

Berdiansk, H. R. Lowe, V.C.

Eupatoria, C. Martin, C.A.

Kertch, H. W. Hunt, V.C.

Kieff, H. P. Smith, V.C.

Nicolaieff, A. Woodhouse, V.C.

Poti, T. Gardner, V.C.

Sebastopol, Capt. S. H. Harford, V.C.

Riga, W. G. Wagstaff, C.; W. Breslau,

Libau, C. J. Hill, V.C.

Errau, C. de Bruyn, V.C.

Windaw, C. Schenck, V.C.

Taganrog (S. of Azof), C. A. Talbot, C.

Warsaw, H. Grant, C.G.; J. Winzer, V.C.

SALVADOR.

ee Guatemala, J. P. Harriss-Gastrell, M. R. & C. G. San Salvador, J. Moffat, C. La Union, J. Harrison, V.C.

SAXE COBURG GOTHA.

Coburg, Baron B. von Tauchnitz, C.G.

SAXONY

Leipzig, Baron B. von Tauchnitz, C.G.; Baron C. von Tauchnitz, V.C.

Belgrade, F. R. St. John, Min. Plen. Nisch, R. D. G. Macdonald, V.C.

Bangkok, Capt. H. M. Jones, v.c., M.R. and C.G.; E. B. Gould, C. Kedah, &-c., A. Maclean Skinner, C. Chiengmai, E. H. French, V.C.

SOUTH AFRICAN REPUBLIC. Pretoria, R. C. Williams, A.

SPAIN.

Madrid, Rt. Hon. Sir F. C. Ford, G.C.B., G.C.M.G., Am. Ex. and Plen. Barcelona, F. Wooldridge, C.: F. Witty, Alicansic, J. W. Cumming, V.C. [V.C. Altta and Calfe, M. Javaloyes, V.C. Burriana, P. Atsara, C.A. Denia, J. A. Morand, V.C. Gandia, F. Romaguera, V.C. Jabea, J. B. Albi Gual, V.C. Palamos, P. Matas, V.C. Ford,

SPAIN-continued.

Tarragona, C. Morgan, V.C. Torrevieja, R. Perez, V.C. Valencia, J. H. Dart, V.C. Falencia, J. H. Dart, V.C.

Villansensa, José Bouret, V.C.

Bilbao, H. Young, C.; V. de Larrea, V.C.

San Sebastian, J. de Brunet, C.

Santander, L. G. F. March, C.

Cadis (Andalusia), P. Henderson, C.;

H. Macpherson, V.C.

Algeciras, J. H. Haynes, V.C.

Ayamonte, J. Theotonio Feria, V.C.

Cordoba, W. Poole, V.C.

Hustera, E. Dias, V.C.

Yertz, R. H. Davis, V.C.

Port St. Mary, R. J. Pitman, V.C.

San Lucar, A. J. Aparicio, V.C.

San Roque, G. F. Cornwell, V.C.

Seville, E. F. Johnston, V.C.

Corubion, Galicia), E. H. Walker, C.;

Ricardo de Urioste, V.C.

Carril and Villagarcia, V.C.

Corrubion, Francisco del Rio, V.C.

Ferrol, E. Anton, V.C.

Cijon, W. Penlington, V.C.

Marin, Port of Ponte Vedra, J. A. y.

Santos, V.C.

Rivadeo, V.C.

Rivadeo, V.C.

Ligo, M. Barcena y Franco, V.C.

Vivero, J. Muniz, V.C.

Fernando Po, E. H. Hewett, C.M.G., C.

Havana (Cuba), A. de Capel Crowe, C.G. and C.J.; S. H. Little, V.C.

Caibariem, P. Rodriguez, V.C.

Cardenas, T. Fitzgibbon, V.C.

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PORT DIRECTORY OF THE WORLD.

I.—PORTS OF THE UNITED KINGDOM.

(COMPILED BY J. J. FLETCHER, C.E.)

LIST OF ABBREVIATIONS EMPLOYED.

Accn. = Accommodation for shipping,

&c. AST. = Average Spring Tides. Auth. = Authority or owner of port,

docks, &c.
D. = Depth of Water (generally applied to depth on bar unless otherwise stated).

En. = Entrance Equin. = Equinoctial. fm = Fathom. HW. = High Water.

Lat. = Latitude. Long. = Longitude.

LV. = Largest Vessel or Vessels which have entered the port at any time. NT. = Neap Tide

OT. = Ordinary Tides.

C. = Compulsory. NC. = Non-Compulsory. Pop. = Population
R. of N. = Rise of Neaps.
R. of T. = Rise of Tide. Rys. = Railways which connect with the harbour.

ST. = Spring Tides. THW. = Time of High Water. f. & c. =full and change (of moon). Tr. = Trade of Port.

I. = Imports.

P. = Pilotage.

E. = Exports.

W. = Wind, i.e., the prevailing or othe winds which affect the harbour. W. of E. = Width of Entrance.

ABBREVIATIONS OF NAMES OF RAILWAY COMPANIES.

B. = Blackwall.
B. H. B. = Belfast, Holyhead & Bangor
B. & N. C. = Belfast and Northern

Counties. B.C. = Belfast Central. B. J. = Birkenhead Joint.
B. & M. = Brecon & Merthyr.

Cal. = Caledonian. Cam. = Cambrian. C.L.C. = Cheshire Lines Committee.

D. & S. = Dingwall & Skye.
D. & A. = Dublin & Antrim.
D. W. & W. = Dublin, Wicklow & Wex-

ford. D.N. & G. = Dundalk, Newry &

Greenore:

F. = Furness. G.&S.W. = Glasgow & South Western.

. = Great Eastern. G. N. = Great Northern

G.N. (1.) = Great Northern (Ireland).
G.N. (S.) = Great Northern (Scotland).
G.W. = Great Western.
H. = Highland.
I.M. = Isle of Man.

I.W. = Isle of Wight.

L. & F. = Limerick & Ennis. L. & F. = Limerick & Foynes. L. & Y. = Lancashire & Yorkshire.

L. & N.W. = London & North Western. L. & S.W. = London & South Western. L.B. & S.C. = London, Brighton & South Coast. L.C.&D. = London, Chatham & Dover. L.T. & S. = London, Tilbury & Southend. M.S. & L. = Manchester, Sheffield & Lincolnshire. M. & C. = Maryport & Carlisle.
M. = Midland.
M.G.W. = Midland Great Western.
N. & B. = Neath & Brecon.

N. & B. = Neath & Brecon.
N. B. = North British.
N.E. = North Eastern.
P. & W. = Preston & Wyre.
R. = Rhymney.
R. N. & C. = Ryde, Newport & Cowe.
S. & W. = Severn & Wye. S.E. = South Eastern. $\Gamma.V. = Taff Vale$

W. C. & E. = Waterford, Cleator, and

Egremont.
W. & C.I. = Waterford & Central Ireland.

W. & L.=Waterford & Limerick.
W. & T.=Waterford & Tranmore.
W. M. & C.=Wrexham Mold & Connah's Quay.

Pilotage.—Note.—The several pilotage rates herein specified are subject to a reduction of one-fourth part, in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Towage.—Note.—The Owners of Tugs at various ports will not be responsible for any damage occurring to vessels while in tow of their steamers.

ABERAYRON, Cardiganshire, Wales. Bay of Cardigan. Lat. 52° 14' N; long. 4° 15' W. Pop. about 200. Auth. Owner, Alban Gwynne, Esq., under Statute 47 THW. f. and c. 7h 25m. D. Dry at LW.; 12ft at IIWST. Accn. Harb. of about 5 acres, with stone piers on N. and W. sides, each 396ft long, extending to half-tide mark. W. prev. NW. to NE. Tr.-I. Coal and limestone; E. Oats, pigs, butter, and timber. Harb. is used chiefly by locally owned vessels, drawing from 8ft to 9ft.

Charges.—2d per ton reg. on ships, I/ per ton on cargo. Officials.—Harb. Master, J. Davies Compton; Shipping Agent, Evan Loyn.

Hotel.—"Feathers Royal 'Hotel, E. Jones.

ABERBROTHWICK.—See Arbroath.

ABERDEEN, Aberdeenshire. On the Dee. Lat. 57° 8′ 20″ N:
long. 2° 3′ 55″ W. Pop. 120,000. Auth.
Harb. Commission, incorporated under Acts of Parliament, 31 and 32 Vict., c. 138; 34 and 35 Vict., c. 141. P. NC. THW.
I hour f. and c. Sp. rise 13ft; N. rise 10ft; D. on bar 104ft. W. prev. are from SW., and most dangerous gales on coast are from SSE. to ESE. Rys. Cal. and G.N. (S.) Tr.—I. Coal, lime, iron, timber, bones, esparto, fibre, slates, &c.; E. Cattle, oats, granite, pit props, sleepers, staves, paper, &c. At HW. of ST. vessels of 21ft dft. enter the harb., and at LW. vessels drawing 8ft enter. The navigation channel, the entrance to the harb. and docks is formed by the N. pier, extending 2,000ft into the German Ocean, and S. breakwater running out about 1,000ft from the shore. W. of E. 600ft. En. to Victoria Dock, one 70ft wide, with a HWD. of 244ft.; ABERDEEN, Aberdeenshire. On the Dee. Lat. 57° 8' 20" N: 600st. En. to Victoria Dock, one 70st wide, with a HWD. of 241st.; lock 250st x 60st wide, over which there is a HWD. of 201st. Accn.:-Areas, Average Depth. Average Depth.

		L.W.U.S.1.	L. W.O.S. 1.
	Acres.	Ft.	₽t.
Navigation Channel	40.212	23	10½ on bar.
Tidal Harbour, 1,720ft. × 860ft.	30.323	21	14
Albert Basin 2,680ft. × 470ft.	24'948	16 3	9
Victoria Dock, 2,020st. × 471ft.	21.749	23	18 to 22
Upper Dock 820ft. × 490ft.	7.815	23	18 ,, 22

125.350

Extensive warehouses and cranage accommodation up to 10 tons; shears to lift 50 tons. Particulars of Patent Slipways:-

	0		Breadth,	H. of T		
Name.	Owner,	Length.	breadin.	Sp.	N.	
Patent Slip Do Dr. Graving Dock	J. Duthie, Sons & Co A. Hall & Co Do.	ft. 430 380 335 524	ft. 25 45 42 50	2I 2I 2I	ft. 18 18 18	

Charges. — Rates on vessels vary from 2d to 1/3 reg. ton.

Lights, flags, or signals derg. ton for all vessels.

Pilotage.—District. The harb., the rivers Dee and Don, the coast between these rivers, and the coast southward from the mouth of the Dee to the extremity of the city's precincts or boundary on the Torry or south side of the Dee. On the Dee being

diverted as authorised by the "Aherdeen Harbour Act, 1868," the limitation shall extend and apply to that river when diverted. Rates. Inwards pilotage rates:—

THANKIG	ւծ թա	Otage 1a	ucs :—							
Sail	ing V	essels.	£ s.	d.	Stea	m Ve	ssels.	£	s.	d.
			ns o 5	0				ns o	5	0
50 a	nd un	der 75	0 7	6	50 a1	nd un	der 75	0	7	6
75	,,	100	0 10	0	75	,,	100	0	9	0
100	,,	150	0 12	6	100	**	150	0	10	0
150	,,	200	0 15	0	150	,,	200	0	12	6
200	,,	250	0 17	6	200	,,	250	0	15	0
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800	,,	900	2 10	0	800	**	900	2	0	0
900	,,	1,000	2 15	0	900	,,	1,000	2	5	О
1,000 8	ınd uj	owards	3 0	0	1,000 21	nd up	wards	2	10	O

Outward pilotage rates—one-half the inward rate, but not in any case less than 5/. For any vessel arriving in the lower basin or tidal harbour after the dock gates are shut:—For vessels under 150 tons 3/; for vessels 150 tons and upwards 5/. For each tide's work in the harb. each man in boat 2/. For any vessel beyond a radius of 2 miles from the eastern extremity of the north pier making a signal for a pilot, such sum as the captain pilot may decide, over and above the ordinary rate of pilotage. For any vessel calling in the bay for orders, and not entering the harb., requiring the services of a pilot boat, 20/, which shall include taking off orders. If after the expiry of 12 hours any pilot is detained on board, he shall be paid 2/6 for each tide during which he is detained; and if, after the expiry of such time, the pilot boat is required, 1/ for each man in boat for each passage between the harb. and vessel.

Towage.—Ordinary Sea Towage (by one or more tugs). From the docks or tidal harb. to the bay, or from the bay or outside Abercrombie's jetty, or vice versā, with cargo, reg. ton 2½d; with ballast 2d. Harb. Towage. Between Abercrombie's jetty and the docks, or from one part of the harb. or docks to another—If 200 tons or under 6/; above 200 and not ex. 500 tons 10/; above 500 tons and not exceeding 800 tons 15/; 800 and not exceeding 1,200 tons 30/; 1,200 tons and upwards 40/. In the event of any vessel being towed into the tidal harb. after the dock gates are shut, the tugboat shall, if required, continue the towage of such vessel into the dock the following tide without any additional charge. Minimum towage outwards or inwards 5/.

charge. Minimum towage outwards or inwards 5/.

Officials.—Sec., W. Gordon; Treas. and Coll. of Harb. and Shore dues, P. Riddel; Supt., J. Pirie; Dock and Harb. Master, Capt. W. A. Crombie; Engineer, W. Smith; Gen. Man. of G. N. (S.) Ry., W. Moffatt; Lloyd's Surv., L. G. D. L. Hindmarsh; Coll. of H.M. Cust., G. C. Coates.

Hotels.—"Douglas," "Palace," "Waverley," "and Imperial."

ABERDOUR, Fifeshire. N. side of Firth of Forth, about
8 miles NW. of Edinburgh. Lat. 56° 10' N;
long. 3° 20' W. Post-town, Burntisland. Pop. 1,900. Auth.
Owner, the Earl of Morton. Agents, Messrs. Dalgleish & Bell,
22, Coates Crescent, Edinburgh. THW. f. and c. 2h 34m.
Accn. Wooden pier 250ft long, with jetty carried out to 4ft
LWST.; 16ft water at HWST.; dry, LW.; Neaps rise 10ft.

Charges.—Id per ton reg. on vessels; Id per ton on cargo. Official.—I. Gourley, Acting Harb. Master.

ABERDOVEY, Merionethshire. At the mouth of the Dovey, Bay of Cardigan. Lat. 52° 30' N; long.

4° 15' W. Pop. 1,500. Auth. Cam. Ry. Co., under lease from
the Crown. THW. f. and c. 8h om. D. on bar 3ft 6in LWST.,
and 19ft HWST., but is subject to frequent alteration. Accn.
Pier 367ft carried out to 12ft LWST., and a wharf 365ft long.
W. prev. NE. to SW., and most dangerous S. to E. Tr. Lives
stock, slates, lead-ore, grain, coment fish &c. 1 V Steemen for stock, slates, lead-ore, grain, cement, fish, &c. LV. Steamers from the Baltic with cargoes of timber up to 1,100 tons. Steam crane power. A lifeboat station.

Charges.—Moorage of vessels, 2d per ton reg.; slates, coal, bricks, iron, 2d per ton; timber, grain, flour, cotton, wool, petroleum, and general merchandise, 3d per ton actual weight.

Towage.—As per arrangement.

Officials.—J. Conacher, Secretary and General Manager, Cam.
Ry., Oswestry; G. Owen, C.E., Engineer; Lewis Edwards, Harb.
Master; J. H. W. Stephenson, Coll. of Customs, Aberystwith.

Hotels. -The "Dovey," the "Raven."

ABERFFRAW, Anglesea. A creek of Beaumaris. A bay of refuge in E. or N. winds. D. 15fms. HWST. Wharfage free. W. Jones, Dep. Lloyd's Agent and Harb. Master

ABERLADY (PEFFER BURN), East Lothian. THW. at

f. and c. same as Leith. Very small trade.

Officials.—H. Welch, Merchant; W. Wishart, Pilot.

ABERTHAW, Glamorganshire. In the Bristol Channel, between St. Donats and Porthkerry. Lat. 51° 22' N; long. 3° 20' W. No Harb. Auth. THW. 6h 48m. Tr. Aberthaw lime.

ABERYSTWITH, Cardiganshire, Wales. At the joint outlets of the rivers Rheidol and Ystwith. Lat. 52° 24′ 30″ N; long. 4° 5′ 30° W. Pop. 7,600. Auth. Corporation of Aberystwith (Act of Parliament, 1874). P. NC. THW. f. and c. 7h 31m; Sp. rise 15ft; N. rise 10ft. D. on bar uncertain, as bar shifts. W. Most dangerous are SW. to W. by N. Rys. Cam. and Manch. and Milford. Tr.—I. Timber, coal, limestone, bricks, culm, hemp; E. Lead and copper ore, bark, corn, timber. LV. 367 reg. ton. The area of the harb. is 20 acres, dry at LWST. Quayage space for about 670st is accessible to vessels of 500 tons. East Quay about 250st long, with 14st water HWST.; West Quay about 800st long, with 12st water HWST. There are two powerful capstans with ropes on each side of the harb. entrance, and a 3-ton crane. A lifeboat station.

Charges. —Harb. dues vary from 3d to 6d. Vessels exclusively employed in fishing are exempt from payment of harb. dues.

Pilotage. - District not defined. Rates. As per agreement.

Towage.—As per agreement.

Officials.—Town Clerk, A. J. Hughes; Harb. Master, Capt. J. Thomas; Coll. of H.M. Cust., J. W. H. Stephenson; Lloyd's Agent, Capt. J. Thomas; Lloyd's Surv., H. John.

Hotels.—"Belle Vue," W. H. Palmer; "Gogerddan Arms," J. Roberts; "Queen's," W. H. Palmer.

ACARSAID, Island of Skye, Hebrides. Lat. 57° 10' N; long. 6° 2' W. Bar dries at LW., 131ft at HWST., and 10ft at HWNT. THW. 6h. 28m.

ACKERGILL, Caithness, 2 miles N. of Wick. Lat. 58° 26' N; long. 3° 8' W. Auth. Owner, G. Duff Dunbar, Esq., of Hempriggs. THW. 10h. 58m. Accn. A pier of masonry about 100ft long, used by fishing boats and by steamers loading into boats. D. Alongside 15ft HWOST., and 8ft at entrance of creek at LWST. There are no charges. W. prev. S., most dangerous NE. A lifeboat station. The harb was destroyed by storms some years since. There is a good anchorage in the bay, with S. winds.

Official.—Harb. Master, Wm. Thain.

Hotel.—The nearest is at Wick.

ALDEBOROUGH, Suffolk. Lat. 52°6′N; long. 1°30′E. Pop. about 2,016. A small decayed port 12 miles from the mouth of the river Alde. There is no harb. authority. THW. 10h 45m. Sp. rise 8ft.; N. 61ft. D. 18ft HWST. and 14st HWNT. A lifeboat station.
Official.—S. Mills, Principal Coast Officer.

ALDERNEY.—See Channel Islands.

ALDRINGTON.—See Shoreham.

ALLOA, Clackmannanshire. On N. bank of Firth of Forth, 30 miles above Queensferry. Lat. 57° 7' N; long. 3' 44' W. Pop. 10,600. Auth. Harb. Trustees. under the Alloa Harbour Consolidation Act, 1872, and Alloa Harbour Acts, 1878 and 1889. P. NC. THW. f. and c. 3h 18m; Sp. rise 17½ft; N. rise 15ft; R. of N. 10½ft. D. on bar, Sp. 22ft to 24ft; N. 16ft. W. prev. from NW., not dangerous to shipping in the harb. Rys. Cal. and N.B. Tr.—I. Grain, timber, iron, dyewood, &c.; E. Pig-iron, coal, timber, dyewood, &c. LV. as follows:—

Date.	Name.	Gross Reg.	Net Reg.	Length.	Breadth.	Depth.
1881 1888 1888	SS. Hector	1,748	tons. 1,283 1,122 1,131			ft. in 37 °0 19 4 17 8

No vessels can enter the harb. at LW. of ST. The harb. consists of a line of open quays and a wet dock. Dock 630st × 195st, has an area of 3 imperial acres, depth ST. 171st and NT. 131st, and quayage 1,600st. There are 400 yds of quayage space in tidal harb., also dry dock 210ft long, 37ft wide, 111ft deep at OHW. Cranes for lifting 20 tons of grain per hour, and two steam cranes for coals.

Charges.—Harb. dues 2d reg. ton. Rates on entering into or using any wet dock 31d to 1/ reg. ton. Vessels entering in ballast and loading out 31d per ton. Vessels entering to load from another vessel, overside, half dues. Rates on goods vary from Id to I/ and 2/6 per ton for gunpowder. Anchorage rates Id and 3d

reg. ton.

Pilotage.—District. From St. Abb's Head to Alloa, and vice verid. Rates. Same as Leith.

Towage.—As per Leith tariff.

Officials.—Clerk to Harb. Trust., N. MacWatt, Solr.; Harb. Master, J. Roy; Graving Dock Mans., A. Thompson & Sons; Coll. of H.M. Cust., G. H. E. Wright.

Hotel.—"Royal Oak."

ALLONBY, Cumberland, 21 miles SW. from Carlisle. There are a few boats employed in the cod and herring

fisheries from this place.

ALNMOUTH, Northumberland. At the mouth of the Alne.

Lat. 55° 22′ N; long. 1° 33 W. Auth. Owner, the Duke of Northumberland. THW. f. and c. 2h 40m. D. on bar HWST. about 13ft 6in. W. prev. NE. Used by fishing boats and by timber-laden vessels of under 200 tons. Harb. dues; 1/per vessel, if requiring ballast 6d per vessel. A lifeboat station.

Officials.—Agent, E. G. Wheler, Esq.; Harb. Master, Robt.

Simpson; Pilot, G Bichardson. Hotel.—"Ye Schooler," T. Binks.

AMBLE.—See Warkworth.

AMLWCH, Anglesea. Lat. 53° 25' N; long. 4° 36' W. Auth. Harb. Trustees, constituted by Statute 31 Geo. III. c. 125. Rys. The Anglesea Central Ry. Accn. A tidal harb. excavated from solid rock, can contain 30 vessels of about 200 tons each. THW. f. and c. 10h 30m; 16ft HWST.; 9ft. HWNT. W. prev. N. to W. and SW. Used by coasters of about 200 tons. Berths for about 20 vessels.

Charges.—8d per ton reg. on all vessels loading and unloading, and 6d per ton on all loading or unloading; other vessels 4d per ton, with a rebate of 1d per ton on all vessels leaving the harbour within 30 days after arrival, except in the case of vessels to or from

foreign ports.

Official.—Harb. Master, James E. Williamson; Coll. of Port

Dues, D. McLean.

ANCHMASTER, Caithness. A small fishery harb., near Clyth. ANNALONG, co. Down, Ireland. Lat. 54° 10′ N; long. 5° 50′ W. Auth. The Grand Jury of co. Down, under 16 and 17 Vict., c. 136, s. 7. THW. 11h 28m. Accn. Area of harb. about 1 rood 16 perches. Dries at three-quarters ebb. Used by fishing boats of 9ft dft. and local vessels loading dressed granite. Quay frontage 609ft. LV. 111 tons.

Charges.—2d per ton reg., 2/6 each per annum on local vessels,

and 6d each visit for vessels not belonging to the port.

ANNAN, Dumfriesshire, Scotland. Lat. 54° 57′ N; long. 3° 16′ W. Seaport in Solway Firth, at mouth of Annan river. Pop. 4,000. Rys. Carlisle & Glasgow. THW. f. and c. 11h 5m. Accn. A good harb., dry at LW., 15ft HWST. No harb. authority.

ANSTRUTHER UNION (Easter and Wester), Fifeshire.

Lat. 56° 13' 16" N; long. 2° 41'53"W.

Auth. Commissioners of Anstruther Union Harb., by special

Act, 23 and 24 Vict., c. 39, s. 5, and Anstruther Harbour Order,

1880. W. prev. W., most dangerous SE. to NE. Ry. Leven &

East Fife Ry. THW. 2h 28m. Accn. New harb. has an area

of 7 acres. D. 12ft at HWST. Old harb. has an area of 6½

acres. E. pier (masonry), 1,200ft long; dry at LWST. W. pier

is about 48oft long. Quayage about 1,72oft. Used by coasting

steamers and sailing vessels, and by fishing boats. Cranes lift up to

10 tons.

Oharges .- Harb. dues from 13d to 4d per reg. ton.

Pilotage.—For vessels between 20 and 50 tons, 2½d per ton.
Official.—Clerk, H. B. Macintosh; Harb. Master, W. Lyall;
Coll. of Dues, D. Pringle.

APPLEDORE, Devonshire. A small port within Barnstaple Bar. Lat. 51° 5' N; long. 4° 4' W. THW. 6h 15m. There is a stone pier at Instow, with 13st to 15st at HW.; dry at LW. Also two small dry docks and a patent slipway. (See Barnstaple.)

ARBROATH, Forfarshire. Seaport. Lat. 56° 33' N; long. 2° 35' W. Pop. 22,000. Auth. Harb. Trust., under Acts 2 Vict., c. 16, and Acts of 1864, and Harb. Order, 1877. P. NC. THW. f. and c. 1h 35m; Sp. rise 14ft; N. rise 11ft; R. of N. 8ft. D. on bar LW. of OST. 3ft; NT. about 6ft. W. prev. W. are W. and SW.; most dangerous from SE. Rys. Cal. and N.B. Tr.—I. Flax, hemp, jute, coal, iron, bones, guano, linseedcake, bleaching-powders, salt, lime, timber, grain, slates, &c.; E. Sailcloth, yarns, linen, grain, potatoes, pit timber, stone, &c. LV. Steamers with flax of gross ton. of 1,000 to 1,300 tons. Outer harb.—W. of E. 100ft. Dock 420ft × 260ft; dock area 2½ acres; W. of E. 40ft. Depth on sill at HW. of Av.ST. 16ft to 17ft; quayage space of dock 1,350ft, and of basin 1,480ft, in length, and patent slipway 450ft long by 44st wide. H. of T., ST. 151st; N. 11ft. A lifeboat station.

Charges.—Harb. due- 11d to 1/6+25% to 50%. Harb. lights

and police 2d rec. ton. Plankage 1/ to 6/6 per vessel.

Pilotage.—District. Pilots are licensed for the harb. only. Rates per ton.—Coasting sailing vessels, 4d per ton; coasting steamers, 3d per ton; foreign trade sailing vessels, 41d per ton; foreign steamers, 3d per ton. In addition to these, rates are levied (for providing the pilot master's salary), viz. :- Under 80 tons 1/; 80 and under 100 tons 1/6; 100 and under 120 tons 2/; 120 and under 150 tons 3/; 150 and under 180 tons 4/; 180 and under 200 tons 5/; 200 tons and upwards 7/6.

Towage Rates included in pilotage rates.

Officials.—Clerk to Trust., W. K. Macdonald; Harb. and Pilot Master, Capt. D. Patterson; Coll. of Shore dues, W. Cargill; H. M. Cust., James Cassie.

Hotels.-" White Hart," "Imperial," and "Royal."

ARDBEAR, Galway.—See Clifden.

ARDGLASS, co. Down, Ireland. Lat. 54° 15′ 10″ N; long.
5° 36′ 50″ W. Ry. Belfast & Co. Down. THW.
and c. 11h om. A seaport, the centre of the fishing stations on f. and c. 11h om. the NE. coast of Ireland. Auth. Commissioners of Public Works in Ireland, under Acts 39 and 40 Vict., c. 236. Accn. Area about 60 acres at HW. and 17 acres at LW., with depth from 2st to 17st at LW. and 15st additional at HWST. D. at entrance 15st to 18st at LW. W. prev. SSW., most dangerous ESE. to SE. coasters of up to 150 tons, carrying coal and country produce, and by about 500 fishing vessels. LV. 200 tons. Quavage, north quay 500st, south quay 1,000st. The e is a small dock adjoining the north quav, where vessels drawing 9ft can enter at HWS I'.

Charges. - 61 per ton on cargo vessels, with 1d to 4d per ton whurfage, and an additional ad per ton for each week, or portion of

week, over first 21 days after arrival.

Officials.—Sec. to Commissioners of Public Works, Dublin, W. B. Soady, Esq.; Harb. Master, J. A. Mullins; Assist. Harb. Master, J. Cunningham.

Hotel.—"St. Alban's Arms."

ARDRISHAIG, Argyllshire. Lat. 56° 0' 45" N; long. 5" 26' 30" W. Entrance to the Crinan Canal. Auth. Caledonian Canal Commissioners, by Act of Parliament. THW. oh 15m. D. in channel leading to canal from 4ft to 16ft, according to state of tide. D. at outside quay berths 9st to 20st. D. in canal and basins, 9st 6in. Vessels 88st by 20st by 9st can pass locks. Sp. rise 11st; N. 9st. W. prev. SE. to SW. Used by coasting vessels and passenger steamers.

Charges.—2d per ton on vessel and 1d to 1/per ton on goods. Officials.—Supt., L. J. Groves. Hotel.—"Royal."

ARDROSSAN, Ayrshire. On the Firth of Clyde. Lat. 55° 38′ 27″ N.; long. 4° 40′ 28″ W. Pop. 4,000. Auth. Ardrossan Harbour Company, under Act 1886. P. NC. THW. 11h 45m; Sp. rise 10ft; N. rise 8ft. W. prev. SW. and are most dangerous. Rys. G., S.W. & C. Tr.—I. Iron ore, limestone, pig-iron, &c.; E. Coal, pig-iron, &c. LV. Vessels drawing 21ft can enter and leave at HWST.; in one or two cases they have left drawing as much as 221st (they could of course have entered as well), and they can enter or leave at LWST. drawing 12st.; vessels of 1,200 reg. tons may be considered the maximum size that can be accommodated, though there have been one or two in the harb. of 1,700 reg. tons. Accn., an outer breakwater, in the inside of which there is a 20-ton steam crane, and a berth where a vessel 280ft in length could load to 21ft; and a wet dock with an entrance 38st wide and 181st deep at HWST., having an area of about four acres, and with twelve steam cranes for shipping or discharging coals, pig-iron, ores or goods, as also quayage for the storing of pig-iron, &c. There is also an inner harb. on the inner and E. side of the wet dock. This harb. is closed, being converted into a wet dock of about 9 acres in extent, with 18st. at LW., which will be opened in 1890 or 1891.

Dry Docks, &c.	Length.	Width.	Depth of OHW.	H. o	of T.	Owned by.
Dry dock Patent Slipway	ft. 260 150	ft. in. 38 o 38 o	ft. 12 to 16	ft. in. 18 6 18 6	ft. in. 14 6 14 6	Ardrossan Shipbuilding Co.

Charges.—Dues on vessels vary, 15 tons and over 3d reg. ton and boat's assistance 11d reg. ton. Dues on goods 2d to 6d, and dues on sundries from 2d to 6d. Cranes to 25 tons.

Towage.—All vessels up to 250 reg. tons, per ton 2d; from 250 to 500, 21d; from 500 upwards 3d reg. ton (chargeable within the W. point of the Horse Isle on the Little Cumbrae). Beyond the limits as per agreement.

Officials.—Man. for the Props., J. Craig; Dock and Harb. Master, R. Shields; Coll. of Dues, R. Hendrick; Coll. of H. M.

Cust., S. Lyall.

Hotels.-" Eglinton Arms" and "Railway."

ARINAGOUR, Island of Coll. Lat. 59° 10' N; long. 6° 30' W. TWH. 5h 41m. D. Dry at LW. Sp. rise 12\frac{1}{2}ft; There is a stone pier and slip at this place, and an anchorage for boats drawing 5ft or 6ft. A leading wind is required to enter from the E.

ARKLOW, Co. Wicklow, Ireland. On the Avoca. Lat. 52° 53' N. long. 6° 10' W. Pop. 5,000. Ry. D.W. & W. THW. f. and c. 8h om. Auth. Trustees under Act of Parliament 1882. Accn. A river 180st wide, with D. from 6st to 10st. Tide flows very little on this coast. Crane power to 5 tons. W. prev. SW. round by S. to SE. LV. 352 tons.

Charges. On vessels 6d per ton; coal, pyrites, iron ore, and ochre, 3d per ton; timber, 4d per ton; salt, artificial manures

and phosphates, 6d per ton.

AROS, Island of Mull, Argyleshire. Lat. 56° 40' N; long. 6° 0' W. In the Sound of Mull, 6 miles from Tobermorey. THW. 5h 58m. A small fishing station, having a pier for steamers.

ARTHURSTOWN, Co. Wexford. A small fishery harbour on

the river Suir, opposite Passage East.

ARUNDEL.—See Littlehampton. THW. f. and c. 11h 35m. ASKEATON, Ireland. A small harb, on the river Shannon, near Foynes.

AUBIN, ST.—See Jersey.

AVONMOUTH.—See Bristol.

AXMOUTH, Devonshire. At the mouth of the Axe. Lat 50° 42' N; long. 3° 2' W. Auth. Owner, W Trelawney Hallett, of Stedcombe House, Axminster. Regulated by Act 11 Geo. IV., 1830. THW. f. and c. 6h 33m. D. on bar 4ft LWST., 12ft to 14ft HWST. Harb. dries at LW. W. prev. SE. and SW. Quayage about 440 yards.

Charges.—Over 10 tons 2d per ton, and 2d per month for laying up. Rates upon goods as per schedule to Act.

Hotel.—Nearest at Seaton, half a mile distant.

AYMOUTH, Berwickshire, Scotland, 6 miles N. of Berwick. A small harb. for fishing vessels.

AYR, Ayrshire, seaport. Lat. 55° 28′ 10″ N; long. 4° 38′ 10″ W.
Pop. 20,821. Auth. Harbour Trust. P. NC. THW.
11h 50m; Sp. rise 8\frac{1}{2}ft; N. rise 7\frac{1}{2}ft. D. on bar 20ft and 12ft at entrance. New dock sills ST. 22ft., N. 19ft. Ry. G. & SW. Tr.-Large import and export of minerals. The harb. is formed by the river Ayr, which falls into the sea between piers, having the entrance sheltered by a breakwater with an opening 320ft wide, facing NW by W. The banks of the river are quayed on each side from the bridge seaward, and afford about 1,200 yards of wharfage. There is a wet dock to the N. of the harb., with an area of 8 acres, in which vessels drawing 18st to 20st can be kept assort. Good warehouses, steam cranes to 25 tons, and every facility, Special appliances for the shipment of coals. There is also a patent slipway, 800ft long × 60ft wide, and shear legs lifting 50 tons H. of T. ST. 20ft; N. 17ft 6in.

Charges.—Harb. rates, 2d to 4d reg. ton. Anchorage from I/ for vessels of 20 reg. ton to 10/ for vessels of 500 reg. ton and upwards. Rates for planks and shutes 6d to 2/. Rates on goods, shipped, unshipped, or transhipped, from Id to 1/, and 5/ for gunpowder.

Pilotage. - District. Into and out of the harb. of Ayr to a safe distance at sea, say three miles. Rates. Vessels engaged in the coasting trade Id ton. Vessels engaged in the foreign trade

I d ton.

Towage.—40 reg. tons and upwards into or out of the harb., from or to half a mile beyond the present pierhead of the harb. Id reg. ton; from one berth in the harb. to another 1d reg. ton.

Officials.—Sec. to Trust., William Pollock; Harb. Master, P. Barr; Coll. of Harb. Dues, J. McHutchison; Coll. of H.M. Cust., F. Franklin.

Hotels.—"The Station," "King's Arms," "Queen's," and "Ayr Arms."

BADACRO HARBOUR, Loch Gairloch, Rosshire. Lat. 57° 40′ N; long. 5° 42′ W. A fish-curing station, having a sheltered little basin, much frequented by small craft.

BAGILLT, Flintshire (see Chester). Lat. 53° 17′ N; long. 3° 12′ W. Ry. Chester & Holyhead. Auth. Owners, Walkers, Parker & Co., Ld. THW. f. and c. 11h 58m W. prev. SW. and NE. There is about 2ft at LW., and 13ft 3in at HWST. Used principally by Messrs. Walker's vessels, steam cranes, and goods wharves.

Charges.—Various, from 4d per ton.

BALBRIGGAN, Co. Dublin (see Dublin). Lat. 53° 36′ 45″ N; long. 6° 10′ 40″ W. Ry. G.N. (I.) Auth. Dublin Port and Docks Board, under Act 30, Vict., c. 23, and the Piers and Harbours Confirmation Act, 1867. THW. f. and c. 10h 40m. Harbour dries at LW. D. at HWST. 10ft. Used principally by vessels drawing up to 8ft. Quayage 684yds. Tr.—Muslin, embroidery, and hosiery, fisheries, &c.

Charges. -6d per ton on vessels. Ballast 1/ per ton, gas light

Id per ton.

Officials.—See Dublin. Harb. Master, R. McCowan.

BALCARRY (Kirkcudbright). A sheltered anchorage and lifeboat station on the Solway Firth.

BALLANTRAE, Ayrshire, at the mouth of the Stinchar. Lat. 55° 7' N; long. 5° 2' W. Pop. 600. Posttown, Girvan. A small harb., dry at LW., with stone pier, having D. of 8ft IIWST. THW. f. and c. 11h 28m.

BALLINA, Co. Mayo, Ireland. Situated at the mouth of the Moy, Killala Bay. Lat. 54° 10′ N; long. 9° 15′ W; Pop., with its suburb Ardnaree, 5 800. Auth. River Moy Commissioners, by Statute, 1860. THW. f. and c. 5h 15m. D. 5ft LWST., and 16ft HWST. LV. 350 tons. Charges.—Harb. dues. On vessels to or from home ports, a

Charges.—Harb. dues. On vessels to or from home ports, a sum not exceeding 6d per ton; on vessels to or from foreign ports, a sum not exceeding 8d per ton.

Pilotage.—2/ per foot in dft. for vessels from or for home

ports; 3/ per foot in dit. for vessels from or for foreign ports. Officials.—Sec., R. W. Joynt; Harb. Master, J. Hately.

BALLINACOURTY—See Dungarvon.

BALLINACURRA.—See Cork.

BALLINTOY, Co. Antrim, Ireland. Between Coleraine and Rathlin Island. Lat. 55° 7' N; long. 6° 30'. W Nearest Railway Station, Ballycastle. Auth. F. Herdman, Esq., of Lisburn. THW. f. and c. 6h 28m. Accn. Area about 2,380 sq yds. Quayage 30cft frontage. LV. Steam lighters of 100 tons. Don Bar 64ft LWST. and 104ft HWST. Crane power to 2 tons.

Charges. -- 6d per ton on vessels.

Officials.—Gen. Man. and Sec., W. A. Donald; Harb. Master, John MacHendry.

Hotels.—"Boyd Arms," Ballycastle; "Commercial," Bushmills.

BALLYCASTLE, Co. Antrim, Ireland, near the Fair Head.

Lat. 55° 16' N; long. 6° 32' W. Pop. 1,600.

Auth. Owner, Lady Boyd. THW. f. and c. 6h 42m. Dock choked up with sand. A new jetty has been constructed at which vessels drawing 20ft discharge in moderate weather. W. Sheltered from NE. and NW. There are dangerous currents between Rathlin Island and the mainland. Tr.—Coasting vessels bringing coals, slate, timber, &c. No harb. dues.

Official.—Agent to Owner, J. B. Johnstone.

BALLYCOTTON, Co. Cork, Ireland. Lat. 51° 49' N; long.
7° 59' W. Pop. 350. THW. f. and c.
5h 38m. A small pier. Harb. dry at LW., affording protection to fishing vessels and coasters.

BALLYCROVANE, Harb. in Kenmare Bay, Co. Kerry, Ireland. An anchorage in about 4 fms.

BALLYSHANNON, Co. Donegal, Ireland. Lat. 54° 31' N; long. 8° 2' W. At the mouth of the Erne. THW. 5h 18m. D. on bar 3ft LWST., and 6ft LWNT.; 13ft HWS I'., and 10ft HWNT. Channel is about 110 to 150 yds wide, with depth of about 12ft, except near the Bar; and 18 to 20ft at wharves, LW. Auth. Harb. Trust., under Act, 1886. En. occasionally difficult, but undergoing improvements.

Charges.—On vessels, 2d per ton reg.; on cargo, 3d to 4d per ton.

Pilotage.—Coasters 2/6 in, 2/0 out, per foot dft.; foreign 3/6 in, 3/ out, per foot dft.

Official.—Sec. to Harb. Trust., Edward Lynch.

Hotels.—"The Imperial," "Commercial," and "Railway."

BALLYSODARE, Co. Sligo, Ireland. Lat. 54° 18' N; long. 8° 25' W. A small port on the coast of Connaught, with secure anchorage for two or three small vessels in Porthcurry Pool in 13ft LW. THW. f. and c. 6h 35m. No harb. authority.

BALMERÍNO, F'feshire. River Tay. Lat. 56° 25' N; long 3° 2' W. Pop. 800. Auth. Owner, E. A. Stuart, Kinfauns Castle. Rys. N.B. THW. f. and c. 2h 44m. There is a stone pier, 120ft long, connected with a timber jetty, with about 10ft at HWST. alongside. D. Dry at LW.

BALTIMORE, Co. Cork, Ireland. Lat. 51° 27' N; long. 9° 16' W; about 5m NE. from Cape Clear. Pop. 150. THW. f. and c. 4h 23m. An anchorage for vessels drawing up to 18ft. In the reign of Charles I., 1631, this town was plundered by Algerine pirates, who carried above 200 of the inhabitants into slavery. No harb. dues.

Official.—John Brown, Harb. Constable.

BAMBOROUGH, Northumberland, 15m SE. from Berwick-on-Tweed. Pop. 4,000. The keep of the castle-said to have been built by Ina, King of Northumbria, in 548—is used as a refuge for shipwrecked sailors.

BANDON QUAY (see Kinsale), Co. Cork, Ireland. Let. 51° 44′ N; long 8° 43′ W. Situated 7 miles from the mouth of the Bandon River. Ry. Cork, Bandon & South Coast Ry. Auth. Kinsale Harb. Commissioners, by Kinsale Harb. Orders, 1870 and 1874. THW. f. and c. 5h 18m. D. alongside quay 8½ft HWST., on bar 13ft LWST.; Sp. rise 12ft, and N. 10ft. Vessels have often to wait many days to discharge and load, at the above named quay, but can discharge at the New Pier at Kinsale at all times. Tr.—I. Coal, corn, timber, and salt; E. Corn, timber, and pitwood. W. prev. SW. LV. 200 tons.

Charges.—On vessels 1d per ton reg.

Officials.—Sec., M. Hegarty; Harb. Master, E. Barrett.

Hotel .- "Barrett's Restaurant."

BANFF, Banffshire. Lat. 57' 40' N; long. 2° 31' W. Pop. 4,200. Auth. Harb. Trust., under Act of Parliament, 3 and 4 Vict., c. 114. P. NC. THW. f. and c. oh 28m; Sp. rise 10½ft; N. 8ft; R. of N. 5½ft. W. prev. W., most dangerous from NW. to NE. Ry. G.N. (S.) Tr.—I. Coal, lime, timber, iron, stones, and general goods; E. Timber, corn, herrings, &c. The outer entrance has a width of 45ft. LV. It is supposed the LV. that ever entered at any time of tide was a light steamer of about 500 tons gross reg. No vessels can enter at LW. of ST. except at times a few boats. The harb. consists of an inner and outer basin; the area within the walls is about 4 acres. There is entire safety in the inner basin, 300ft × 230 ft, with 1,600ft of quayage; but in LT. loaded vessels can only enter outer basin, 290ft × 190ft, where they discharge part cargo. At NT. vessels drawing not more than 10½ft can enter outer basin, and at ST. 13½ft, or about, according to direction of W. and state of sand; and vessels can enter inner basin at NT., drawing 8½ft, and at ST. 10½ft, varying as before mentioned. Morton's Patent Slipway is 80ft long × 27ft wide. H. of T. ST. 12ft to 16ft; N. 10ft to 13ft. Crane, and other accommodation.

Charges.—Harb. dues inwards and outwards 1d reg. ton. Water and pier lights about 1d reg. ton. Berthing dues 1/ to 2/6. Plankage 6d for each plank.

Pilotage.—District not defined. Rates. Inwards or outwards 2d ton.

Towage.—Boat with kedge and warp 5/ per vessel.

Officials.—Clerk to Harb. Trust., J. Smith; Harb. and Shore Master, R. Sheriff: Berthing Master, G. Macdonald.

BANGOR, Carnarvonshire. Lat. 53 13' N; long. 4° 8' W. Pop. about 7,000. Ry. Chester & Holyhead THW. f. and c. 9h 38m. D. 17ft HWST., and 11ft HWNT. Accn. Tidal basin 320ft long < 50ft, with 690ft of quayage. There is about 500ft quayage outside tidal basin. Tr.—Exporting slates.

Charges.—Under 50 tons burden or dead weight to 100 tons and upwards, 2/ per vessel.

Official.—E. A. Young, Harb. Master.

Hotels. - "Albion," R. G. Pritchard; "Castle," John Denman.

BANGOR, Co. Down, Ireland. Lat. 54° 39' N; long. 5° 40' W. Pop. 2,500. Ry. B.H.B. Auth. Owner, R. E. Ward, Bangor Castle, Co. Down. THW. f. and c. 11h 8m. There is no bar. Accn. consists of 7 berths for vessels up to 140 tons besides berths for smaller vessels. Harb. dries at LW. D. 17ft HWST. There is a pier and landing stage for steamers plying to Belfast. A new harb. is about to be constructed.

Charges.—2d per ton on vessels, 1/ per standard on deals. Timber of all kinds, except deals, 2d per load. Flour 3d per ton. Meal 1½d, 3d per ton on potatoes, 1½d on coals and bricks; 4d per M on slates; 1½d per ton on iron; 3½d on lead and all other ores; 1d on rock salt; 1½d on slates.

Official.-Hon. Somerset Ward, Bangor Estate Office, Down-

patrick; J. Tregaskis, Harb. Master.

BANNOW, Co. Wexford, near the submerged town of Bannow.
There is a little shipping business here in
connection with the Land Reclamation works, but no harbour.
D. 15ft HWST., 10ft HWNT.

BANTRY, Co. Cork, Ireland. Lat. 50 40' N; long. 9' 45' W. E. coast of Bantry Bay. Ry. West Cork Ry. THW. f. and c. 3h 47m. There is no harb. authority. Bantry Bay, 25m long × 6 to 8 broad, includes Whiddy and Glengariff harbs., and affords security and anchorage to the largest vessels. Other harbs. in this bay—Adrigle, Castletown, Berehaven, and Kitchen Cove—offer suitable accommodation for smaller vessels.

Official.—E. Harrington, Harb. Constable.

BARKING, Essex. On a creek of the Rothing, River Thames. Ry. L.T. & S. Small trade in timber and fish.

BARKS-UNDER-CLIFF. -See Laugharne.

BARLOCHAN.--See Dumfries and Palnackie.

BARMOUTH, Merionethshire. Lat. 52' 40' N; long. 4° 5' W; Ry. Cam. Pop. 2,000. Auth. Harb. Board, under Statute Geo. III., 1796. A small tidal harb., with about 410ft of quayage. D. 13ft HWST. Dry at LW. THW. f. and c. 7h 41m.

Official.—John Lewis, Harb. Master.

BARNPOOL, Plymouth. Berthage for ships of the Royal Navy.

BARNSTAPLE, Devonshire. On the river Taw, 34m NW. of Exeter. Lat. 51° 7′ N; long 4° 4′ W. Pop. 12,400. Auth. Town Council of Barnstaple, and Rollesquay, Hon. Mark Rolle. P. NC. THW. 6h 28m; Sp. rise 10½ft; N. rise 5ft. D. on bar generally 4ft LWST. in harb., ST. 10ft to 14ft; NT. 5ft. W. prev. SW. to NW., chiefly the latter. Rys. G.W. (Devon and Som.) and L. & S.W. Tr.—I. Coal, manure, oil-cake, grain, timber, &c.; E. Clay, timber, pitwood, flour, &c. LV. 130 tons burthen (coaster). Accn. Barnstaple Quay, depth 10ft Av. ST.; area of great quay, for vessels, below bridge 1,800ft, and above bridge, for barges and boats 2,000ft; dry docks at Appledore, the New Quay Dock, and Richmond Dock. A good patent slipway, and shipbuilding yard.
Charges.—Harb. dues 4d per vessel. Light dues ½d reg. on.

Pilotage.—District not defined. Rates. By agreement. Towage.—4d reg. ton.

Officials.—Town Clerk, J. Bosson; Agent to Rolle Estate, R. H. Lipscombe, Tonington, N. Devon; Harb. Master, Capt. Richard Bament; Coll. of H.M. Cust., J. Barry.

Hotels.—"Royal" and "Fortescue," N. Saxon; "Golden Lion," Mrs. A. Marsh; "Trevelyan" (Temperance), Mrs. J. S. Keirle; "King's Arms," W. Tarr.

BARROW-IN-FURNESS, Lancashire. On the Walney Channel, 3½m above Piel Harb. Lat. 54° 3′ 30″ N; long. 3° 10′ W. Pop. 47,100. Auth. Furness Ry. Co., under Furness Co.'s Acts of Parliament. P. C. THW. Duddon Bar, f. and c. 10h 54m; Sp. rise 28 ft; R. of N. 14 ft. D. on bar OST. 30ft; NT. 23ft. W. prev. W. and SW. Ry. F. Tr—I. General merchandise, grain, timber, pig-iron, &c.; E. Iron and general merchandise. LV. at any time of tide City of Rome, 8,450 tons, and LWST. Manx Queen, 567 tons. Docks:—

		Depth	on Sill.	,	
	Area.	HWOST.	Neaps.	Length.	W. of E.
Devonshire	Acres. 30 31 65	ft. 25 311	ft. 18 — 24	ft. 500 — 900	ft. 60 80 100

Ramsden Dock lock has an area of 2 acres, the half-tide basin 8 acres, with entrances 100ft wide in each case. Excellent warehouse and every Accn. for a large trade. Foreign animals wharf, chill rooms, and quayage space about 5m in length. Cranes from 1\frac{1}{2} to 100 tons. Parts of graving docks, &c.:—

	Extreme	W (D	Depthat	H. of T.		
Name.	Extreme Length.	W. of E.	ohw.	Sp.	N.	
	ft.	ft.	ft.	ft.	ft.	
Graving Dock	500	60	20	25	141	
Depositing Dock	240	40	Any dft.			
Ashburner's Slip	250	27		15	5	
Furness S. Company's Slip	200	20		14	4	

The Depositing Dock is capable of lifting ships of 3,500 tons weight in about 30 minutes, and is provided with two gridirons for the depositing of vessels. By means of this dock a ship can be raised, cleaned, painted, and lowered again into the water in 24 hours.

Charges.—Dock dues from 3d to 1/ reg. ton. Harb. dues (payable by vessels entering within the limits of the harb. but not going into dock) from 1½d to 1/ reg. ton. For every vessel entering or leaving the harb. or docks without delivering or loading a cargo, half of the above rates are charged. Tolls on passengers 1d each. Dock rates on goods and cattle 1½d to 1/. Rates for loading cargoes 2d to 1/o. Rates for discharging cargoes 6d to 1/o. Wharfage on quays.

Pilotage.—District. From sea (that is, Morecambe Bay Lightship) into and out of the harb, and along the coast from Formby

Point to Haverigg Point of Duddon. Rates on vessels employed in the oversea trade:—

	200	der tons	and to	tons under tons g.	and 1,000	tons under tons	reg.	tone and ards.
From within lines from Morecambe, Bay Lightship to Formby Point and Haverigg Point respectively		ot. d.	fo s.	ot. d.		ot. d.		ot. d.
to the Docks at Barrow, and vice versa. From within lines from Morecambe Bay Lightship to Formby Point	6	o	8	o	9	o	10 !	0
and Haverigg Point respectively to the Anchorage at Piel or the Wyre Lighthouse, and vice versa. From within a line with Black Comb, bearing NNE, and outside Hilps-	4	6	6	o	7	o	8	۰
ford Buoy to the Docks at Barrow, and vice versa. From within a line with Black Comb, bearing NNE., and outside Hilpsford Buoy to the Anchorage at Piel	4	0	5	O	6	U	7	•
or the Wyre Lighthouse, and vice versa. From Hilpsford Buoy, or within the	2	6	3	0	4	o	5	o
same, to the Docks at Barrow, and vice versa. From Hilpsford Buoy, or within the	2	6	3	o	4	()	5	o
same, to the Anchorage at Piel, and vice versa	t	0	1	G	2	0	2	6
Docks at Barrow, and vice versi From Wyre Lighthouse to the Docks	1	6	2	0	2	6	3	0
at Barrow, and vice versa From Wyre Lighthouse to the An-	4	0	5	0	6	O	7	0
chorage at Piel, and rice versa. From north of a line from More- cambe Bay Lightship and Walney Light, and inside the NNE line,	2	6	3	0	4	o ;	5	٥
to Wyre Lighthouse, and viceversa From south of a line from More- cambe Bay Lightship and Walney	2	6	3	o	4	0	.5	n
Light, and inside the NNE. line, to Wyre Lighthouse, and vice versa	2	0	2	6	. 3	0	4	o

On vessels employed in the coasting trade one-half of these rates. Additional rate, for intermediate portions of a foot offt, as follows, viz.:—For 3 inches and under, no addition; for more than 3 inches and under 9 inches, the medium between the two rates; for 9 inches and upwards, the rate for the next foot. For transporting ships from one berth to another within harb. 10/6. If a master employ a pilot whilst at anchor, the lay days to be 7/6 per day. Coasting steam vessels making more than one voyage per week pay half these rates.

Towage	-Between-					_	Ton.	Minimum.
Barrow	Docks and	Pile	Ligh	t	•••	 	I	¥.
,,	,,	Piel					2	ī
		Haws	e Po	int		 	21	2
•••	•••	Hilps	ford	Buo	y	 	3	3
••		Light						7
Piel and	Hawse Po							ī
	Hilpsford						2	2
	Lightship						4	6

For use of tug for vessels going into or coming out of graving dock Id ton, minimum £1 (including towage both ways, and the extra dock towage required). To moor or unmoor vessel, &c., £2 for the first hour, and £1 for each additional hour or part of hour; minimum £2. For towing from tidal basin to channel or vice versa d ton. For towing coasters not exceeding 150 tons from channel to berth, or vice versa, ad ton. Between basin or lock and Ramsden Dock 4d ton each tow; between basin or lock and Buccleuch or Devonshire Dock 1d ton each tow. From one berth to another in docks 1d ton each tow. For use of dock tug for swinging £1 for the first hour and 10/ for each additional hour or part of an hour; minimum £1. For use of outside tug for swinging £2 for the first hour, and £1 for each additional hour or part of hour; minimum £2. Steamers without steam charged on the gross tonnage; steamers under steam charged half the above tonnage rates on net tonnage. The use of the tug is optional. The above charges do not apply to salvage services. For use of tow-ropes: dock tug 5/each tow; other tugs 10/each tow in dock; docks to Piel 10/; docks to Hilpsford £1; docks to lightship £2. Vessels under 300 tons reg. half the above charges. Any towing services not comprised in the above must be specially arranged for with the harb. master. Masters of vessels in dock requiring tugs should make application at the harb. office, and, if outward-bound, should prepay. Vessels take their turn for tugs in the order in which they book, except in special cases.

Officials.—Sec. and Man., H. Cook; Harb. Master, Captain Barnett, R.N.; Coll. of H.M. Cust., J. T. Hynes.

Hotels.—"Duke of Edinburgh," Josiah Twiss; "Imperial, Edwin Hinks.

BARRY ISLAND, Port of Cardiff, Glamorgan, Wales. Lat. 51°22′ N; long. 3° 16′ W. Rys. Barry Dock Ry., 27½ miles, connecting the Dock with the colliery districts and with the G.W., T.V., and other systems. THW. f & c 6 50. Auth. Barry Dock and Railways Company, under Barry Docks Railways Act, 1884. Accn. Tidal dock, 73 acres; tidal basin, 7 acres. Length of quayage in dock, 10,500ft; ditto in basin, 2,040ft. D. at HWST. 37ft 7in, LWST. Ift 6in, HWNT. 29ft 3in, LWNT. 9ft 7in. The available depth of water is some 3ft more than given above, but the sills being curved, the above will be taken as the working depths for flat-floored vessels. Accommodation for largest vessels afloat. Dimensions of docks:—Length 3,400ft, width 1,100ft; basin, length 600ft width 500ft; timber pond, 24 acres. Dry docks of the most modern construction, one being 724ft in length, divided into two sections. Hydraulic cranes of most modern construction; 11 high level coal staiths, also low level staiths, and movable staiths and cranes.

Dock Charges. Same as Cardiff and Penarth, but no corporation, town, or harbour dues.

Pilotage. Optional.

Towage. Reasonable.

Officials. Secretary, G. C. Downing; Manager, R. Evans; Dock Master, R. Davies; Coll. of Customs, Cardiff Collector.

Hotels. Island Hotel, Barry Island; Wemoe Arms Hotel, Cadoxton; Royal Hotel, Cadoxton; Ship Hotel, Barry.

BARTON-ON-HUMBER, Lincolnshire. Lat. 53° 41' N; long. 0° 26' W. Rys. M.S. & L. A small port on the S. side of the Humber, below Hull.

BEADNELL, Northumberland. Lat. 55° 34′ N; long. 1° 37 W. A creek under port of Berwick. D. HWST. 6ft. Official.—E. Forrester, Harb. Master.

BEAULY. A creek under port of Inverness. Pop. 900.
D. HWST. 13ft; HWNT. 8ft.

Official.-J. Mackenzie, Harb. Master.

BEAUMARIS, Anglesea, Wales. On the Menai Straits. Lat. 53° 18′ N; long. 4° 2′ W. Pop. 2,240. Auth. The Corporation, under Charter of Edward I. P. NC. THW. f. and c. 10h 28m; Sp. rise 22½ft; N. rise 15½ft. D. at the quay, ST. 16ft; N. 9ft. Ry. L. & N.W. Tr.—I. Timber and grain; E. Slates and slabs. Accn. natural harb.; no warehouse accommodation.

Charges.—Harb. dues, for every smack under 20 reg. ton. 1/; above 20 and under 40, 1/6; 40 tons and upwards 2/6. For every vessel or schooner with two masts under 40 tons, 2/; 40 tons and upwards, 3/. Every vessel not under British flag 6/8.

Pilotage.—District. From Port Dinorwic or Moel-y-Don through the Swellies to a line drawn from Great Orme Head to Point Linas and vice versa. N.B.—No master of a vessel is compelled to take a pilot within this district, except on coming in or going out of port. Rates:—

				For \	esse	ls dr	awin	3	·	
	rrft and	12ft.	13ft.	rąft.	15ft.	16ft.	17ft.	18ft.	roft.	20ft
Post and the state of the	foot	foot	foot	foot	foot	foot	foot	foot	foot	foot
From outside the Sound into the Bay, or into Conway From inside the Sound into	2 6	3/	36	41	46	5.	5/6	6	66	7/
the Bay	2	2/6	3/	3/6	4/	46	5/	5/6	6/	6/6

From Cadnant to Port Dinorwic, and vice versa: Vessels drawing 7ft water and under 4/; more than 7ft water 9d foot. From Cadnant to Caernarvon (no Caernarvon pilot offering): Vessels drawing 7ft water and under 6/; more than 7ft water I/ ft. Pilots taking vessels into Conway are entitled, in addition to their pilotage, to 7/6 for returning to Beaumaris. Should the pilot be landed at Great Orme Head, extra 42/; if taken (out of the limits of his licence) to Chester or Liverpool 63/; in case the pilot should happen to have charge of the vessel to either of the said places 105/; 7/6 per day allowed pilot for every day detained on board.

Towage. - As per agreement.

Officials.—Town Clerk, J. R. Roberts; Harb. Master, F. Hugh Jones; Lessee of Harb. Dues, J. Percy.

Hotels.-" Williams Bulkeley Arms," "Liverpool Arms."

BECCLES, Suffolk. Lat. 52° 27' N; long. 1° 35' E; situated on the river Waveney, 15m from Lowestoft.

Ry. G.E. Auth. Owners, the Town Council of Beccles. The harb., area 3,200 sq yds, is a small cut in the river, into which

coasters and small craft enter. D. at LW. 5ft to 6ft. THW. f. and c. same as at London Bridge.

Charges.—Wharfage, grain and timber 3d per last, coals 1d per ton.

Official.—Coll., J. B. Sprunt.

BELFAST, Antrim. At the head of Belsast Lough, and at the outlet of the river Lagan. Lat. 54° 42' N; long. 5° 55' W. Pop. 250,000. Auth. Harbour Commissioners, under Sp. rise 9/10; N. rise 8/10. W. prev. for nine months of the year are from S. veering W. to NW., and for three months in the spring from NE. to SE. The harb, is at all times safe and easily accessible. Rys. B. & N.C.; B. & Co. Down; B. H. & B. G.N. (I.) Tr.—I. Coal, cotton, flax goods, grain, flour, timber, iron, provisions, drugs, &c.; E. Linen, goods, iron ore, hides, rock salt, &c. LV. which have entered at any time of tide were, until lately, those engaged in the timber trade from N. American ports, and the ship Queen of the IVest, of 1,432 reg. ton., was the largest. Since the year 1870 the largest vessels have been those in the grain and flour trade, and were chiefly from American ports. The most recent and marked change in the vessels in this, as well as in other trades, has been that from sailing vessels of 1,200 to 1,800 tons to steamers of similar tonnage. The largest vessels which enter at LW. of ST. are steamers about 400 to 600 tons, employed in the general coasting trade, and also in the trade with Continental ports. but vessels of 2,500 tons enter at HW. Accn. The harb. for ships and boats is 81m long. The area of the docks and basin is about The depth in the river is 16st at ordinary or average LT. Dufferin Dock, a floating dock with one pair of gates (no lock) is 630st long x 225st wide, has a water area of 3\frac{1}{2} acres and 1,645st of quayage length. Average depth of water 23st; depth on sill of entrance 14st at ordinary or average LT. Spencer Dock is a tidal dock 600ft long x 550ft wide; water area 7½ acres, and quayage of 1,900 lin. ft. Average depth of water 16st at ordinary or average LT. Entrance (which has neither sill, lock, nor gates) 265ft long x 8cft wide. The Dufferin Dock opens from this dock, and on the river side of the Spencer Dock is formed the Milewater Basin, comprising an area of 5 acres of water, and a quayage of 6cost. The Abercorn Basin is a rectangular basin, having three sides, 725st long x 635st depth broad; water area 12 acres; quayage of 1,370 lin. ft. Average 15st at LT. Albert Quay is a river quay, 2,100st long, having 12st of water at ordinary or average LT. Queen's Quay is a river quay 2,100st long. Donegal Quay is a river quay 3,300st long. Lands reclaimed from the sea are in extent, on the Co. Down side of the river, about 165 acres, and on the Co. Antrim side about 100 acres. Total quayage space is about 16,738 lin. ft. The river space, which is practically a dock, is about 60 acres. Graving docks, &c.:-

Name.	Length.	Width.	Dept Sill O	h on HW.
Graving Dock, No. 1. Do. , 2. Hamilton Graving Dock Belfast Patent Slip Alexandra Graving Dock	ft. 2521 299 470 560 800	ft. 30 36 60 78 80	ft. 8 10 15	in. 3 0 7

Excellent warehouse accommodation in close proximity to quays. Cranes—two I ton, fifteen 2 tons, one 25 tons, one 50 tons, one 70 tons. Steam derrick, 100 tons.

Charges.—Tonnage dues 1d to 4d reg. ton. Quayage 31d reg. ton. on vessels. Lighters 5/ each. Ballast 1/ per ton. Plankage 1/6 for each plank. Porterage. Cranage as per schedule.

Pilotage.—District. Larne Harbour, County Antrim, to Ballyhalbert Bay, County Down. Rates:—

HARBOUR PILOTAGE.

			Inward.		
		ssels not amers.	On Vessels be Steamers.	eing On Vessels towed l Steamers,	Ьy
Registered Tonnage.	If hourded senward of line from Senpark House to Craigavad House.	If boarded at entrance of Victoria Channel or at Holy-	If boarded seaward of line from Seapark House to Craigavad House If boarded at en- trance of Victoria	Ling Hood	Triking
30 under 40 40 , 50 50 , 60 60 , 70 70 , 80 80 , 90 90 , 100 100 , 110 110 , 120 120 , 130 130 . 140 140 . 150 150 , 160 160 , 175 175 . 200 200 , 225 225 , 250	£ s. d. 0 5 0 0 0 7 0 0 8 9 0 0 11 3 0 0 15 6 0 0 17 6 0 17 6 0 17 6 1 1 2 9 1 1 2 9 1 1 8 3 1 1 8 3 1 1 8 3 3	6 . d. 0 3 6 0 5 6 0 7 0 0 8 0 0 10 0 0 11 0 0 15 0 0 16 0 0 17 0 0 17 0 0 18 0 0 17 0 0 18 0 0 19 0 1 1 0 0 19 0	0 4 3 0 3	6 9 0 10 3 0 7 6 8 3 10 11 9 0 8 3 8 3 10 13 3 0 9 6 9 3 10 14 6 0 10 6 0 0 10 16 0 0 11 3 0 9 0 17 0 0 12 0 1 3 10 17 9 0 12 9 1 0 17 9 0 12 9 3 3 1 1 0 0 15 0	
250 275 275 300 300 ., 325	1 10 0 1 12 6 1 15 0	1 2 0 1 3 0 1 5 0 1 6 0	1 0 0 0 14 1 1 3 0 15 1 3 6 0 10	4 9 , 1 3 0 0 16 0 5 3 1 4 6 0 17 3 5 9 ₁ 1 6 3 0 18 9	
325 ,, 350 350 ,, 375 375 ,, 400 400 ,, 450	1 17 0 1 18 9 2 0 6 2 2 6	1 9 0	1 4 3 0 17 1 6 3 0 18 1 7 0 0 19 1 8 0 1 0	8 9 1 9 0 1 1 0 6 3 1 10 0 1 1 9 6 0 1 12 0 1 2 6	
450 ,, 500 500 ,, 600 600 ,, 700 700 ,, 800	2 5 0 2 10 0 2 15 0 3 0 0	1 16 0 1 19 0 2 3 0	1 10 0 1 1 1 13 7 1 4 1 16 6 1 6 2 1 0 1 9	1 0 1 17 6 1 7 0 5 0 2 1 3 1 9 3 9 3 2 5 0 1 12 3	
800 ,, 900 900 ,, 1000 1000 ,, 1100 1100 ,, 1200	3 5 0 3 10 0 3 15 0 4 0 0	2 6 6 2 10 0 2 13 6 2 17 0	2 3 6 1 11 2 6 6 1 13 2 10 0 1 15 2 13 3 1 18	3 3 2 12 6 1 17 6 3 9 1 2 16 3 2 0 0	
Every addi-) tional 100 - tons	0 5 0	о з 6	0 3 6 0 2	3 0 3 9 0 2 9	

HARBOUR PILOTAGE.

			,				Ou	LW.W.	RD.					
Register	Registered Tonnage.					bein	ssels g ers.	to	wed	ssels by ers.	Ball	On Vessels in Ballast only. (Optional.)		
			£	s. d.	L	s.	d.	£	s.	d.	L	s.	d	
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150	.,	160	1	2 6	O	15	0	0	17	0	0	8	O	
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Note.—The maximum rate on vessels not having British registers arriving from or sailing on a foreign voyage, £10 16s.; on vessels with British registers arriving from or sailing on a foreign voyage, £8 2s.; on vessels not steamers trading to or from a port in United Kingdom, £5 8s.; on vessels being steamers, £3 5s. 6d.

Limits of Out-Pilotage.—Larne Harbour, Co. Antrim, and

Ballyhalbert, Co. Down.

Out-pilots outside the Black Head, or outside the Buoy of the Brigs, to the Whitehouse Roads, of 200 tons or upwards £2 2s. Above 100 and under 200 tons £1 11s 6d; not exceeding 100 tons £1. Outside the Grey Point, or outside Kilroot Point, of 200 tons or upwards £1 is; above 100 and under 200 tons 15/; not exceeding 100 tons 10/. Masters of vessel will take notice that the boats of the out-pilots have a white star on the bows.

Towage.—As per agreement.

Officials.—Sec. to Harb. Commrs., W. A. Currie; Harb. Master and Supt. of Pilots, W. Tate, R.N.R.; Traffic Man., G. Patrick; Lloyd's Surv., J. Turpin; Coll. of H.M. Cust., R. Henderson.

BELLEPORTE, Inverness, Cromarty Firth. D. HWST. 10tt; IIWNT. 6ft; THW. at f. and c. 12h 15m.

Accom. for 4 vessels.

Charges.—Harb. dues 1d per ton. Official.—Harb. Master. G. R. Hall.

BELMULLET, Co. Mayo, Ireland. Lat. 54° 16' N; long. 10° 0' W. Auth. the Grand Jury of co. Mayo, under Schedule to the Act 16 and 17 Vict., c. 36. A pier built by the Board of Public Works in Ireland. THW. f. and c. 5h 38m; dry at LW.; 8ft to 9ft at HWST. W. prev. SW.

Charges. - None.

Official.—Harb. Constable, E. M. Richards. Pickle Point House.

Hotels.-" Royal" and "Erris."

BENWELL.—See Newcastle-on-Tyne.

BEREHAVEN,—See Castletown and Bantry.

BERWICK-ON-TWEED, Northumberland. Lat. 55° 46' N; long. 1°59' W. Pop. 14,000. Auth. Harbour Commissioners, under Berwick-on-Tweed Harbours Act, 1862. P. NC. THW. f. and c. 2h 18m; Sp. rise 15st; N. rise 111st; R. of N. 8ft. D. on bar, ST. 20 to 22ft; N. 14 to 16ft. W. prev. NE. Rys. N.B. and N.E. Tr. —I. Timber, guano, bones, phosphate, &c.; E. Coal, corn, salmon, cod, haddocks, herrings, &c. LV. Caloric, 1,138 reg. ton. The harb. is formed by the lower or sea-reach of the river, which falls into the sea about one mile below Berwick Bridge, between a stone pier on the N. and a long low sandy spit, serving as a natural breakwater, on the S. W. of E. varies, but as a rule is about 300ft, facing ESE. Half a mile inside the pierhead on Spittal side of river is a large rock formed into a quay. Area of wet dock is 3½ acres; depth of water OT. 18ft; HST. 21ft. 1,500ft of quayage space. Steam crane to lift 20 tons.

Charges.—Ballast dues inward, whether landed or shifted into another vessel 6d ton; outward 2d. Special dock dues for every ship or vessel entering the wet dock over and above the before-mentioned dues 2d for every ton. Tonnage dues on ships entering or leaving the harb. Id to 11d. For every ship or vessel entering the harb. 3 4 (for harb. duty) over and above the beforementioned rates and duties. Dues on goods, from 1d to 4 charged per keel of cinders or coke.

Pilotage. - District. From the sea at the mouth of the river Tweed, up the river on both shores to the mouth of the river Whittader, where it flows into the Tweed, and also from the east end of the pier, two miles in a straight line in every direction along the coast and into the sea. Rates (both inward and outward): In summer, viz., from April 1 to Oct. 1, 1/3; in winter, viz., from Oct. 1 to April 1, 1/6 ft; and for each tide's work within the harb. 7 6.

Towage. 5/ each vessel, and 2d reg. ton on all vessels of or above 40 tons.

Officials.—Clerk to Harb. Commrs. S. Sanderson; Harb. Master, G. Smith; Coll. of H.M. Cust., John W. Hay.

Hotel. - "King's Arms," John Carr.

BERWICK NORTH, Haddingtonshire, Firth of Forth. Lat. 56° 3' N; long. 2° 43' W. Ry. N.B. There is a small trade in corn and potatoes. D. HWST. 12 to 13ft; HWNT. 8 to 9ft. A lifeboat station.

Charges. - 11d per ton reg. Lights 1,'. Water 1/per vessel. Pilotage.—1/3 per foot. Official.--J. Marr, Harb. Master.

BIDEFORD, Devonshire. Lat. 51° 4′ N; long. 4° 12′ 30″ W.
Seaport on the river Torridge, 8m SE. from
arnstaple. Auth. Town Council. Ry. S.W. THW. 6h 26m; Accn Small tidal harb. dry at LW. and 16ft to 18ft HWST. W prev. N. There is a wharf belonging to railway company 324ft long with crane power to 10 tons.

Official.-Harb. Master, H. Lee Hutchings.

BIRKENHEAD.—See Liverpool.

BLACKPOTS, Banffshire, near Cullen. Lat. 57° 42' N; long. 2° 45' W. Auth. Owner, Earl of Seafield. W. prev. N. and NE. A small tidal fishing harb. D. 5ft to 6ft; dry at LW.

Charges.—2d per ton.

BLACKROCK.—See Cork.

BLAKENEY and CLAY, Norfolk. Lat. 52° 57′ N; long. 1° 3′ E. 5m. NE. of Nott. Auth. Harbour Commissioners under Statute 57 George III., c. 70. THW. f. and c. 6h 30m. D. 2ft on bar at LW., 13ft HWNT., and 18ft HWST. D. in harb. 6ft HWNT., and 10ft HWST., 2ft LW. Official.—Clerk, C. J. Temple Lynes.

Charges.—12d per ton on vessels and dues upon goods passing

through the cut up to the quay.

BLYTH, Northumberland. On the SW. side of the river Blyth at its outlet. Lat. 55° 7' N.; long. 1° 30' W. Pop. 10,900. Auth. Harbour Commissioners, under Act of Parliament, 45 and 46 Vict., Session 1882. THW. 3h 15m; Sp. rise 15ft; N. rise 11ft.; R. of N. 7ft. D. on bar about 10ft at LWST. W. prev. W.; most dangerous NE. Ry. N.E. Tr.—I. Timber and agricultural produce; E. chiefly coals. LV. using the harb. are about 350ft long, 40ft beam, and 23ft dft., and have a gross carrying capacity of about 500 to 4,500 tons. Accn. The total area of the harb. from the lowest quay to upper end of Cowpen-square, measuring to HW. mark, is about 64 acres. Area of Accn. in the harb. for ships and boats is about 34 acres. and the average in the harb. for ships and boats is about 34 acres, and the average depth over that area is about 15st; 4 acres have a depth of 20st, and I acre 29ft. No wet docks, but four dry docks, and one gridiron. Total length of quayage space in the harb, including the coaling staiths, 3,300st. Eleven high-level coaling staiths upon the most improved principle, with railway approaches and sidings for the output of several collieries, capable of coaling into two hatchways of a vessel at one time.

Charges.—Harb. dues 11/2 to 6d. Trimming charges. Ballast

discharging at cranes 1/ ton.

Pilotage.—See Whitby. Towage. - Towage in if under steam, from 300 tons reg. and under 1,000 tons reg. ad per reg. ton; out, ditto, 300, ad; in, 1,000 and above, £2 12s 6d; out, ditto, £2 12s 6d. In, if not under steam, all steamers 14d. reg. ton; out ditto, 14d. Docking or undocking £1. Sailing Ships—Towage in, 1/6 per keel; out, 2/6 per keel.

Officials.—Clerk to Commrs., J. Easton; Harb. Master, W. Tate; Supt. of Customs, &c., J. McKittrick.

BODDAM, Aberdeenshire. N. of Buchan Ness. Lat. 57° 28' N; long. 1° 18' W. Auth. Owner, W. Aiton, of Boddam, by Act 8 and 9 Vict., c. 25, and a Provisional Order of 1878. THW. f. and c. oh 44m. W. The most

dangerous is the E. Harb. has an area of 9,600 sq yds. D. is about 9ft HWN., and 11ft at HWST. The port is used by fishing boats, of which 76 large and 42 small vessels belong to the port, steamers, and coasting vessels up to 150 tons reg. A crane and weigh-bridge. The Harbour of Refuge works are in close proximity.

Charges.—For all vessels loading or unloading 4d per ton reg.; for all vessels, windbound, or sheltering 2d per ton reg.

Official.-Harb. Master, W. Mackie.

Hotels.- "Seaview," and "Buchanness."

BOGNOR, Sussex. Lat. 50° 47′ N; long. 0° 40′ W. THW.
f. and c. 11h 48 m. There is no harb. authority.
Hotel.—"Victoria," G. H. Owens.

BONAR BRIDGE, Port of Inverness, Tain Forth. D. 10st HWS. and 6st HWNT.

Official. - G. Henderson, Merchant.

BO'NESS, Linlithgow. On the Firth of Forth, about 17m. above Leith. Lat. 56° 2' N; long. 3° 36' W. Pop. 6,000. Auth. Harbour Commissioners. P. NC. D. on bar 4st at LWOST. W. The port is not exposed to gales such as endanger vessels entering or leaving the harb. Ry. N.B. Tr.—I. Timber, esparto grass, iron ore, grain, wood pulp, sulphur, ore phosphates and chemical manures; E. Coals, pig-iron, and fire-bricks. LV. entered at any time of tide was the Dolcoa'h of Cardiff, 2,000 reg. ton., carrying 2,000 tons, and drawing 19st of water; steamers of from 700 to 800 reg. ton., and carrying 2,400 tons of cargo, drawing 17 to 19st of water, use the works daily. The total area of the harb. is 30 acres. The total extent of quayage is 1,900st. The depth in the harb. varies, in consequence of a considerable deposit of silt, but by dredging the depth in the fairway is maintained. The above area includes a wet dock of 7\frac{3}{2} acres and 2,400st of quayage. Depth of water on the sill of dock is 22st at HW. of OST. Entrance to dock 50st wide by 120st long. There are portable cranes, storage sheds, hydraulic machinery, &c.

Charges.—Harb. dues, coastwise 2d reg. ton. Foreign 3d reg.

ton. Rates on goods 1d to 4d.

Pilotage.—Local. According to tonnage, inward and outward, from 8/6 for vessels under 100 tons reg. to 35/ for vessels of 1,000 tons and upwards, vessels light or in ballast and less. Rates. Coastwise 1/; foreign 1/6 ft.

Towage.—As per agreement.

Officials.—Clerk to Commrs., R. J. Jamieson, S.S.C.; Harb. Master, Angus McIntosh; Dep. Harb. Master, H. Phillips; Coll. of H.M. Cust., W. Eddy.

Hotels .- "Clydesdale" and "Douglas."

BOSCASTLE, Cornwall. Lat. 50° 30' N; long. 4° 48' W.
Bristol Channel. Auth. Owner, Henry Pigé
Leschallas. THW f. and c. 4h 58m. W. prev. NW. and W. A
small port used by vessels of 200 to 300 tons.

Officials.—Agents, Merriman, Pike & Merriman, 25, Austin Friars, London; Harb. Master, James Rickards.

Pilotage.—In or out 2/ for every 10 tons, and 2/ for warping in or out.

BOSHAM, Sussex. Lat. 50° 50′ N; long. 0° 52′ W. THW.
f. and c. 11h 48m. There is no harb. authority.
A small patent slipway.

BOSTON, Lincolnshire. On the Witham, near the sea-52° 57' N; long. 0° 3' W. Pop. 18,870. Auth. Corporation acting as Harbour Commissioners under Charter of Queen Elizabeth and Acts of Parliament. P. C. THW. 6h 30m; Sp. rise 22ft. D. on bar at lower end of Boston Deeps is 15ft, and in roadstead 26ft at LW. of ST. W. Roadstead (Clayhole) well sheltered and has good anchorage. Ry. G.N. Tr.-I. Timber, pit-props, hemp, tar, iron, linseed, cotton seed, cake, grain, sugar and general goods; E. Corn, coal, machinery, agricultural implements, and produce. LV. The LV. can now proceed up the river to the dock and discharge cargoes, and in many cases exceed 1,600 tons net reg.; the LV. which has entered at any time of the tide is 211/11 dft. and the largest at lowest, 15st dft. Accn. Dock area 62 acres, depth of water on sill 25st HWST., length of quayage space 2,330ft.; large fish landing stage and bonded warehouses for tobacco, wine, and spirits. The dock is provided with hydraulic cranes and a coal-hoist capable of discharging from either dropbottom or side-delivery waggons 100 tons an hour. Sheds are on the quays for the storage of grain, and there is a grain warehouse, provided with elevating and weighing machinery, capable of holding 20,000 quarters of grain. Another grain warehouse is being constructed capable of holding 24,000 quarters. There is a gridiron for vessels up to 300 tons reg. Thompson's Patent Slipway is 200ft long, 32st wide. H. of T., ST. 22st; N. 15st 4in. Crane power to 15 tons. In addition to dock accommodation, there is sufficient quay space for a number of vessels.

Charges.—Harb. tonnage rates 6d ton. For vessels using the dock or any of the quays or wharves thereof, a duty of 3d reg. ton. is charged in addition to dock dues. Rates or duties \(\frac{1}{2} \)d quarter for all kinds of grain. Wharfage dues in addition to harb. and dock dues. Dock rates payable on vessels entering the dock 3d to 1/.

Pilotage.—District. To river Witham from the Grand Sluice in Boston, the Scalp, and also the Roads, and all the Norman Deeps, and also all places, watercourses, and streams of the washes in the parts of Holland extending to Wainsleet Haven, Pullye Heads, the Knock, the Dog's Head in the Pot, and to the uttermost limits of the flowing and ebbing of the above waters in the county of Norfolk. Rates. From High Horn or Boston Tost, to Boston Town or vice versa, or any intermediate distance, under 10½st, 1/6; 10½ to 12st, 1/9; 12 to 14st. 2/; 14 to 16st, 2/6; over 16st, 3/.

Towage.—Boston to Roadstead and vice versa—Sailing vessels from all Southern Ports, 6d per ton reg. Steamers, 2d. Sailing vessels from Baltic and Northern Ports, 4½d per reg. ton. Steamers 1d. Light vessels 3d per reg. ton. Vessels attended to more than one tide between Elbow Buoy and Boston 10/ per tide extra. Note.—Passenger rates and towing beyond the limits of Elbow Buoy by arrangement.

Officials.—Clerk to Harb. and Dock Commrs., B. B. Dyer; Dock Man., C. W. B. Anderson; Harb. and Dock Master, T. Shephard; Surv. and Dock Engineer, W. H. Wheeler, M.I.C.E.; Supt. of Buoys, S. Hackford; Clerk to Pilot Commissioners, C. Lucas;

Ship Broker, Lloyd's Agent, and Danish Vice-Consul, A. H. Reed; Norwegian, Swedish, and German Vice Consul, J. E. Ridlington; Coll. of H. M. Customs, Ellis Hughes.

Hotels.—"White Hart," J. Challan and Son; "Peacock and Royal," R. H. Clemow; and "Red Lion," Mrs. Dolton.

BOWLING, River Clyde, Scotland. Auth. (1) The Caledonian Ry. Co., who own E. portion of harb., at entrance to Forth and Clyde Canal; quay space of 750ft; two portable steam cranes; timber wharf 460ft in length. Sea-going vessels not exceeding 681ft × 191ft and drawing 8ft 6in can pass through the canal to Port Dundas, Glasgow, and all the ports on the East Coast. (2) The Clyde authorities own the W. portion of the harb., and use it for laying up vessels. (3) The N.B. Ry. own Friskey Wharf.

Officials.—Harb. Master, James Beaton; Coll. of Harb. and Canal dues, James Dewar; Principal Customs Officer, J. W. Wilson.

BOWMORE or KILLARROW, Argyllshire, Isle of Islay.

Lat. 55° 48' N; long. 6° 18'

. Auth. Owner, C. Morrison, Islay. THW. f. and c. 5h 28m. W. Auth. Owner, C. Morrison, Islay. Small harb. dry at LW. used by coasters up to 50 tons. Vessels discharge into boats. Good anchorage in about five fathoms.

Charges. - Dues 11d per ton.

Official.—J. S. R. Ballingal, factor, Eallabus, Islay.

BRADING, Isle of Wight. Lat. 50° 44′ N; long. 1° 8′ W THW. 11h 4m. Auth. F. H. Coldwells, of Bembridge, I. of W., receiver for the High Court of Chancery. A yachting station. There is also a small trade in coal, &c., with the N. of England.

BRADWELL-ON-SEA, Essex. A sub-port of Colchester.
THW. at f. and c. 12h om. D. HWST. 13ft; HWNT. 9ft; LWST. 3ft.

Accn.—Three wharves. Trade, hay and straw.

Charges.—11d per ton reg. on vessels and 41d per ton on coke and coals.

Official.—Harb. Master, C. W. Parker.

BRANCASTER, Norfolk. Lat. 52° 57′ 30″ N; long. 0° 47′ E.
Auth. Owner, Elijah Sutherland. THW.
and c. 6h 17m. W. prev. NE., N. and NW. A small harb. 2 f. and c. 6h 17m. miles from Burnham, dry at LW.

Charges.—2d per ton and 5/ per vessel for buoyage and beaconage.

BRANDON, Co. Kerry, Ireland. Lat. 52° 15' N; long.
10° 15' W. Auth. Grand Jury of Co. Kerry.
THW. f. and c. 4h 23m. A small useful pier with storm wall in Brandon Bay, between Brandon Head and Tralee Bay.

Official.—E. A. Hackett, Co. Surveyor, Tralee. BRAUNTON, Devonshire. Lat. 51° 12′ N; long. 4° 12′ 30" W. Auth. Owner, Sir W. R. Williams, Bart. THW. f. and c. 6h 43m. Used by colliers of 60 to 90 tons. D. 3ft LW. and 10ft HW.

Oharges.—1/ keelage and 4d mooring.

Officials.—Agent, T. J. Pitts Tucker, Bridge Chambers, Barnstaple; Harb. Master, T. Clarke.

Hotels.—At Barnstaple and Braunton.

BRAY, Co. Wicklow, Ireland. Lat. 53° 12' N; long. 6° 10' W.
12 miles SE. of Dublin. THW. f. and c. 11h 28m. A
small harbour into which small colliers enter at HW. over the bar
of the Dargle. No Harb. Auth.

BREAN DOWN, Somersetshire—British Channel. 4 miles W. of Weston-super-Mare. An Act has been obtained for building a harbour at this place, to be connected by a short line to the G. W.R. System. The works when completed will give accommodation for the largest vessels afloat. D. at LWST. 30ft.

BRIDGENESS, Linlithgow, Scotland. Lat 56° 2" N; long.
3° 36' W. Auth. Owner, H. M. Cadell,
Grange, Bo'ness. THW. f. and c. 3h 3m. Accn. A tidal harb.
chiefly used by vessels exporting coal from adjoining collieries—small
import trade in pitwood, clay, &c. D. Sp. 15 to 18ft; N. 10 to 12ft.

Pilotage.—As per agreement. Ballast.—Taken from the ship's side, free.

Charges.—Harb. dues, vessels loading coals and minerals, &c., Id per ton on the quantity shipped. Vessels discharging wood, lime, &c., &c., 1½d per reg. ton. Vessels beaching within the harb. to clean or repair, 1½d per reg. ton. Vessels beaching within the harb., if they remain beyond 4 days, ½d per ton additional. Stowage of coals, vessels under 100 tons, Id per ton shipped; vessels above 100 tons, 1½d per ton shipped.

Officials. - Clerk, D. Tweedie; Harb. Master, J. Stupart.

Hotels .- "Bo'ness," "Clydesdale" and "Douglas."

BRIDGWATER, Somerset. An inland port on the river Parret.

Lat. 51° 7′ N; long. 3° W. Pop. 12.000.

Auth. The Corporation. P. C. THW, on bar f. and c. 6h 50m;

Sp. rise 18ft. D. on bar 1ft at LW. W. prev. WNW. Ry. G.W.

Tr.—I. Wines, hemp, tallow, timber, coals, &c.; E. Chiefly agricultural produce. LV. entered the dock 340 reg. ton.

Accn. No harbour nor pier. Bridgwater Dock is 700ft by 200ft; basin, 150ft by 100ft; quayage, about 1,100ft on the Parret; 12ft deep on sill OHW. H. of T., ST. 16ft; NT. 4ft (owned by G.W. Ry. Co.).

Charges.—Harb. dues Id reg. ton., with I/ for moorage. Dock dues 3 classes vary from Id to 8d ton.

Pilotage.—District. Parts of the Bristol Channel and adjacent rivers and creeks, on the south-east side of, and within an imaginary straight line drawn from Anchor Head, on the east to Watchet. Rates. From the extreme limits of the navigation, or from any point between such limits and the outer buoy of the Gore Sand, to the town or to any point between the Black Rock and the town; also from the town to the limits of the navigation, or to any point between the outer buoy of the Gore Sand and the above limits:—Not ex. 60 tons reg. 12/ vessel; ex. 60 and not ex. 80 tons 1/3 per foot; ex. 80 and not ex. 100 tons 2/; ex. 100 and not ex. 125 tons 3/; ex. 125 and not ex. 150 tons 4/; ex. 150 and not ex. 200 tons 5'; ex. 200 and not ex. 250 tons 6/6; ex. 250 tons 8/ foot dft.

Towage.-

Vessels drawing

One tide's work, to or from-	Un. 10ft.	Un. 11ft.	Un. 12ft.	Ov. 12ft.
Burnham, Blackrock, or any inter- mediate place, to or from Bridg-		Pr. Ton.	Pr. Ton.	Pr. Ton.
water	3d	4 d	5d	6d
or Cumbwitch	1 ½ d 2 d	2d 3d	3d 4d	3d 5d

Vessels can only be towed to Highbridge or Dunball when the trade to Bridgwater permits.

Officials.—Town Clerk, Paul O. H. Reed, Jun.; Harb. Master, J. Job-on; Dock Master, J. Staples; Graving Dock Man., F. Carver; Coll. of Harb. Dues Cust., C. Ord.

BRIDLINGTON, or Burlington, Yorkshire. Lat. 54° 7° N; long. 0° 8' W. Near Flamborough Head. Ry. N.E. THW. f. and c. 4h 39m. Auth. Pier and Harb. Commrs., by Act I Vict., c. 110. Harb. dries at LWST. D. at HWST. 13ft. Ordinary dft of vessels about 9ft. Crane power 3 tons.

Charges.—In ballast 2d per ton, laden 3d; if discharged cargo 6d per ton.

Officials .- Clerk, T. Heselton; Harb. Master, John Gray.

BRIDPORT, Dorsetshire. Lat. 50° 41° N; long. 2° 51' W.
Situated on the Bride River. Auth. Commrs.
under Statute 4 Geo. IV. THW. f. and c. 6h 16m. D. 4ft on
bar LWNT. when channel is clear of gravel, and 12½ft at berths at
HWST. Entrance 40ft wide. Ships of 300 tons enter at HW.
Tr. Cordage, sailcloth, nets, and twines. Used by vessels from
Russia, Norway, &c. Width between piers 51ft.

Charges. - 2d per ton reg.

Officials.—Clerk, C. G. Nantes; Harb. Master, M. J. Briggs.

Hotels.—" West Bay," "George," and "Bridport Arms."

BRIGHTLINGSEA, Essex. Entrance to River Colne. Lat. 51° 47′ N; long. 1° 2′ E. Auth. Corporation of Colchester under an ancient Royal Grant. THW. f. and c. 11h 56m. W. prevailing SSW. and N. The River Colne is accessible at all times in the channel. The Bar which is parallel to the charnel dries LW., D. in channel being 3 to 4 fms. Used by about 200 fishing vessels, and occasionally by larger ships bringing coal and wood from foreign ports for Colchester. LV. One of H.M. ships of 1,200 tons. There are 2 patent slipways at this place capable of taking vessels of 200 to 300 tons.

Charges. -1 for each vessel anchoring in the River Colne.

Officials.—Town Clerk, H. C. Wanklyn, Colchester; Harb. Master, Joseph Ames.

Hotels .- "Swan" and "Royal."

BRISTOL, a county, city, and seaport, on the river Avon, abou 6½ miles above its junction with the river Severn Lat. 51° 27′ N; long. 2° 38′ W. Pop. 225,000. Auth. Dock Committee of the Corporation of Bristol. P. C. THW. a follows:—

City Docks. Avonmouth Dock. Portishead Dock (Cumberland Basin Gate.

HW	7h 13m	7h 13m	7h 13m
Sp. rise	33ft	38ft	34ft
N. rise	23	28ft	24 ft

D. on bar; though there is no regular bar at the entrance of the river Avon, there is at dead LWST, only 31st of water at the river mouth. There is a range of tide however of 36st at ST. and 21st at NT. W. prev. as follow:—City Docks: these docks, being 7 miles inland up the river Avon, may be considered as landlocked, and not liable to damage by prev. winds. Avonmouth and Portishead Docks: the prev. winds are W., but they are not dangerous to shipping, either in or entering the dock. Rys. G.W., M., Bristol Port and Pier. Tr.—I. From United States and West Indies, grain from East Indies, Colonies, Black Sea, and America, oils, marbles, ores, seeds, fruit (green and dry), provisions, hides, tallow, timber, deals, and petroleum; E. Salt, tin-plates, railway material and machinery, manufactured oils, cotton, piece goods, spar and general goods. LV. as follow:—City Docks: Bertha 1,433 tons, Dundee 2,012 tons, Frederico 1,459 tons, Warwick 1,648 tons, Frankholme 1,714 tons, J. B. Thomas 1,851 tons. Avonmouth Docks: the steamers of the "Dominion," "Anchor," and other Lines, with a carrying capacity of from 2,000 to 4,000 tons, and drawing up to 25st have regularly used the dock, and in no case has a vessel been detained a tide for want of water. The port and harb. of Bristol extend from Hanham Mills on the river Avon down to the mouth of that river, and thence down the river Severn and the Bristol Channel from Kingroad W., to the Steep Holmes and the Flat Holmes. The dock system comprises the Bristol Docks within the city; the Avonmouth Docks at the junction of the rivers Avon and Severn on the Gloucester side; and the Portishead Dock on the Bristol Channel, on the Somerset side. The chief entrance to the City Docks is through a lock 350tt long by 62ft wide The total area of the docks is 85 acres with a wharfage space of 7,500 yds; the depth of water in the dock being 33st mean ST., and 23st mean NT. There are two entrances to these docks, the principal being at Cumberland Basin. The floating harb connected with this tidal basin extends three miles through the centre of the city. Alongside the docks are public quays, granary capable of storing 80,000 qrs. filled with elevating machinery, transit and other sheds and many private wharves, factories and timber yards, with varying depths of water. There is extensive Accn. for foreign cattle, viz. :- Scheduled 800,

unscheduled 600, total for 1,050 cattle, also refrigerating chambers for 300 carcases. There are the following dry docks, &c.:—

7.75	En.		Jo	y .			
Name.	Length.	Breadth.	Depth Sill.	Height of Tides.		Owner.	Remarks.
Gridiron Dry Docks:—	ft. 260	ft. 40	onw. ft.	s, 1 ft. f	ft.	Corp. of Bristol	Outside Floating
Gt. Western	325	48	12			M. Whitwill & Sons	Opening into Floating Harb.
Albion Limekiln Stothert's		43 34 55	14,			C. Hill & Sons do. G. K. Stothert & Co.	These dry docks open into the Float ing Harb., and are therefore unaffected by tides.

Ample cranage and every accommodation. The Avonmouth Dock is 1,400ft long and 500ft wide, with a depth of water on sills of 38ft at mean ST., and 28ft at mean NT. Area 16 acres. Length of wharfage 1,200yds, entered from the Avon by a lock 454ft long and 70ft wide. Vessels of almost any size can enter this dock on any tide, day or night, throughout the year. Vessels of 30ft dft., and of any tonnage can proceed from sea up to Kingroad anchorage within one mile from dock gates at any time of the day or tide. For despatch in discharging grain and general cargo at low rates this dock claims to have no equal in Great Britain. Warehouse Accn. The sheds have a floor space of about 13 acres; a large granary capable of stowing 40,000 quarters of grain. Accommodation for 1,300 animals. The Portishead Dock is 1,800ft long, fitted with elevators, &c., 300ft wide, and has an area of 12 acres. Depth of water on sill 34ft at mean ST., and 24ft at mean NT. Length of wharfage 600yds. It is entered from Kingroad by a lock 444ft long and 66ft wide. The dock is well situated under the shelter of the Portishead Hills, and is easily accessible from Kingroad, where there is an excellent anchorage at any time of the tide. Vessels can enter or leave in any weather, and steamers enter direct from the deep fairway of the Channel without the assistance of tugs. Extensive shed accn. alongside quay; storage capacity for grain about 180,000 quarters. Splendid granaries fitted with elevators.

Charges.—Dues on shipping entering the port vary from 1½d to 1/1½ at the Bristol Docks, and 1½d to 1/4 at Avonmouth and Portishead Docks. Rates on goods imported. Labour charges and rent on goods imported. Stevedoring and all labourage on cargo undertaken by the Docks Committee at charges varying according to the nature of the cargo. For every sea-going vessel which shall remain in the Docks for any period exceeding one lunar month after entering the same, 1d. per reg. ton per week to the expiration of the second lunar month, and 2d per reg. ton per week at Bristol and Avonmouth Docks, and 1d per reg. ton per week at Portishead Dock, for every week after the expiration of such second month, until further notice.

Pilotage.—District. Defined by the Wharfage Act of 1st. August, 1807, 47 Geo. III. c. 33, to be to the East of Lundy Island;

and in the case of "Hall v. Cardiff Pilotage Board," November 18, 1879, that is defined to be "Eastward of a Meridional Line from North to South through Lundy," which line is 4°40' W. long. Rates:—

	Between Lundy and Coombe.	and Swansea or Minchead or Minchead or Between Lundy and Bridgwater, Cardiff, or the Holmes. Between Lundy and Newport or Kingroad.		Between Coombe and Bridgwater, Cardiff, or the Holmes.		
Tons. Tons. If 80 and under 100. 100 ,, 200. 200 ,, 300. 500 ,, 500. 500 ,, 600. 600 ,, 800. 800 ,, 1,000. 1.000 and upwards .	1 15 0 2 2 0 2 9 0 2 16 0	£ s. d. 2 2 0 2 16 0 3 10 0 4 4 0 4 18 0 5 12 0 6 6 0 7 0 0	£ s. d. 2 12 6 3 10 0 4 7 6 5 5 0 6 2 6 7 0 0 7 17 6 8 15 0	£ s. d. 3 3 0 4 4 4 0 5 5 0 6 6 0 7 7 0 8 8 0 9 9 0 10 10 0	£ s. d. 1 1 0 1 8 0 1 15 0 2 2 0 2 9 0 2 16 0 3 3 0 3 10 0	£ s. d. 1 11 6 2 2 0 2 12 6 3 3 0 3 13 6 4 4 0 4 14 6 5 5 0
	n Coombe at	Bridgwater, Cardiff, or the Holmes.	Between Minehead and Newport or Kingroud,	Between any of the following Places,— Portisbead, Kingroad, Hungroad, Broad Pill,	Cumberland Basin, or Bathurst Basin, and any other of such places.	Bridgwarn any two of the following places, viz., Bridgwater, Cardiff, the Holmes, Newport, and Kingroad,
Tons. Tons If 80 and under 100. 100 ,, 200. 200 ,, 300. 300 ,, 500. 500 ,, 600. 600 ,, 800. 800 ,, 1,000. 1,000 and upwards .	£ s. d. 2 2 0 2 16 0 3 10 0 4 4 0 5 12 0 6 6 0 7 0 0	£ s. d o 10 6 o 14 o o 17 6 1 1 o 1 4 6 1 1 1 6 1 11 6	1 8 0 1 15 0 2 2 0 2 9 0 2 16 0	0 10 15 1 10 1 15 1 15 1 15 1 15 1 15 1		£ s. d. 0 10 6 0 14 0 0 17 6 1 1 0 1 4 6 1 8 0 1 11 6 1 15 0

.Towage.—Sailing Vessel, per ton reg.:—Holmes to Avonmouth Docks, 5d.; to Portishead Docks, 5d.; to Bristol Docks, 7d. Kingroad to Avonmouth Docks, 3d.; to Portishead Docks, 3d.; to Bristol Docks, 5d. Avonmouth to Kingroad or Portishead, 3d.; to Cardiff, 6d.; to Newport, 6d.; to Penarth, 6d.; to Holms, 5d. Portishead to Kingroad, 3d.; to Cardiff, 6d.; to Newport, 6d.; to Penarth, 6d.; to Holms, 5d. Bristol to Avonmouth, 4d.; to Portishead, 4d.; to Kingroad, 4d.; to Newport, 8d.; to Penarth, 6d.; to Cardiff, 8d.; to Holms, 6d.

Sailing vessels over 700 tons and not exceeding 1,300 tons, to and from Bristol and Kingroad, are entitled to a second tug without extra charge, and if over 1,300 tons, to a third tug without extra charge. Sailing vessels over 800 tons register, to and from Avonmouth or Portishead Docks, are entitled to a second tug without extra charge.

Steamers: Kingroad to Avonmouth or Portishead when required, by agreement. Kingroad to Bristol when required, 4d per ton; charge for one tug not to exceed £14. Bristol to Kingroad when

required, 3d. per ton; charge for one tug not to exceed £10. For each additional tug required, up or down the river, £5.

N.B.—These rates are now under consideration, with the view of

a lower tariff being established at an early date.

Officials.—Sec. and Gen. Man., F. B. Girdlestone; Engineer, J.W. Girdlestone; Haven Master of the Port, Capt. E. T. Parsons, R.N. City Docks: Water Bailiff and Quay Warden, Capt. S. R.N. City Docks: Water Bailiff and Quay Warden, Capt. S. Baker; Deputy do., Capt. J. Turner; Traffic Man. and Supt. of Warehouses, J. Macnab; Dock Master (Cumberland Basin), Capt. J. Tomlinson; Deputy do., Capt. W. Cook; Dock Master (Bathurst Basin), G. Dando. Avonmouth Docks: Traffic Man., J. Robson; Dock Master, Capt. C. Hodder; Lloyd's Agent, Capt. Tozer, I.N. Portishead Dock: Traffic Man., T. Butler; Dock Master, E. W. Harvey; Coll. of H.M. Cust., F. W. Bisshop; Lloyd's Agent, F. Barnard.

Hotels.—"Grand," "Royal College Green," T. J. Chapman; "Clifton Down," H. F. Barton; "Grosvenor," Misses Stockham and Vallender; "Colston," The Manageress; and "St. Vincent

Rocks," The Manageress.

BRITON FERRY.—See Neath.

BRIXHAM, Devonshire. Lat. 50° 24' N; long. 3° 30' W. On W. side of Torbay. Ry. Gt. Western. Auth. Commrs. under Statute 1 Vict., c. 75, and Brixham Harb. Orders 1875 and 1877. THW. f. and c. 6h 14m. There are no docks, but a breakwater is in course of construction. When completed the harb. will have area of 145 acres, with D. from 6 to 24st. Official.—Clerk, W. P. Spark.

BROADSTAIRS, Kent. Lat. 51° 21' N; long. 1° 22' W. Isle of Thanet. Auth. Pier and Harb. Commrs., acting under Statutes 31 and 45 Geo. III c. 86 and 102. THW. f. and c. 11h 38m. W. prev. N. Area of harb. about 11 acres. No vessels can enter at LW., but ships of 120 tons enter HW. D. HWST. 7ft.

Charge. — 1/6 per ton on coal.

Pilotage. - According to agreement

Officials.—Clerk, R. S. Dawson; Harb. Mast., S. Holbourn. Hotels.—"Grand," "Albion," and "Balmoral."

Coal Depot.—R. S. Dawson & Co.

BRORA, Sutherlandshire. Lat. 58° o' N; long. 4° 7' W. N. of Dornock Firth. Auth. Owner, the Duke of Sutherland. THW. f. and c. 11h 38m. Used by about 70 coasters of up to about 70 tons. There are no dues.

Official. - Factor, D. McLean, Esq., Goldspie.

BROUGHTY FERRY.—See Dundee. Pier with 10st D. at end LW. A lifeboat station. Ry. N.B.

BRUCEHAVEN, Linlithgow. Sub-port of Grangemouth. D. HWST. 10ft; HWNT. 6ft.

BRUCKLESS, Donegal, Ireland. A small harbour belonging

to the Grand Jury of Co. Donegal.

Official.—F. Gahan, Esq., C.E., County Surveyor, Donegal.

BRYERS .- See Scilly.

BUCKHAVEN, Fifeshire. Lat. 56° 10′ N; long. 3° 1′ 44″.W. 5 miles from Dysart. No harb. auth. THW. f. and c. 2h 33m.

BUCKIE, Nether, Banfishire. Situated on the river Buckie.

Lat. 57° 40′ N; long. 3° 0′ W. Auth. Owner, Sir

Robert Glendonwyn Gordon. THW. f. and c. 12h 43m. W.

most dangerous NE. Area of harb. about 2 acres. D. 9 to 11ft at HWST., and 7 to 9st at HWNT. Entrance nearly dry at LW. Used principally by fishing boats.

BUCKIE (Cluny Harb.). Accn. Basin 500ft by 250ft with 900ft quayage and 2 jetties. Outer En. Soft wide. Inner En. 36ft wide. D. 8ft LW., 19ft HWST., and 16ft HWNT. Auth. Owner, Mr. Gordon, of Cluny. A lifeboat station.

Official.-Harb, Master, Robert Reid.

Hotel .- The "Cluny."

BUDE, Cornwall. Two miles NW. of Stratton. Lat. 50° 49' N;
4° 32' W. Auth. Owner, W. Davey, of Hele Bridge.
Marham, Church Stratton. THW. f. and c. 6h 3m. Quayage in
the canal of about 500ft frontage with D. 10ft HW. No entrance except at HW. A lifeboat station.

BUDLE CREEK .- See Warrewater.

BUNAN HARBOUR. - See Kenmare Bay. There is a pier at this place in 12ft at HW.

BURGHEAD, Elgin, Scotland. Lat. 57° 43' N; long. 3° 20' W. Auth. Owner, William Young, under the Burghead Harb. Act, 1858, and Burghead Harb. Order, 1881. THW. f. and c. 11h 45m. W. prev. W., most dangerous NE. D. at entrance 7ft LWST., 20ft HWST. LV. steamer 527 tons. Burghead affords great facilities for despatching steamers, having railway accommodation all round the quays. Crane always lying

at quays in readiness for discharging vessels. Pilotage (compulsory). -3d per ton reg. on all vessels loading

or discharging or windbound, and 2d per ton on steamers.

Charges .- 4d per ton reg. on vessels loading or discharging coastwise, 2d per ton reg. on windbound vessels.

Officials.—Grigor and Young, Solicitors, Elgin; Harb. Mast., Capt. A. Taylor; Collector, C. F. Morrison.

Hotel.—"Station."

BURNHAM, Somerset. (See Bridgwater). Lat. 51° 15′ N; long. 3° o' W. A landing place, dry at L.W., leased by the M. and L. and S. W. Ry. Comps. since 1885 under the Burnham Tidal Harbour Act. No harb. dues.

Official. - R. Speight, Secretary, Derby.

BURNHAM OVERY, Norfolk. A creek of port of Wells. D. on bar 12ft HWST., 6ft HWNT.

BURNTISLAND, Firth of Forth. Lat. 56° 3' N; long. 3° 14' W. Pop. 5,000. Auth. Harbour Commissioners, under Act, 1881. P. C. THW. 2h 24m; Sp. rise 16tf; N. rise 122ft. W. prev. SW. and W.; most dangerous SE and S. Ry. N.B. Tr.-I. General; E. principally coal. LV. 1,416 Vessels cannot enter harb, or dock at LWST. Accn. tons reg. The harb. is easy of access, and has a good roadstead in front. It has an area of 11 acres, enclosed by piers, with an entrance 125ft wide, facing south. D. between pierheads 6ft LWST., and over rest of harb, dry. There is a wet dock of 5½ acres; entrance 50ft wide; depth 22ft 6in over sill at ST; about 1,900ft of quayage. Appliances for shipment of coal-four hydraulic hoists, ballast cranes, and a 2-ton lifting crane.

Charges.—Harb. rates from 1d to 4d per ton. Light dues 1d per ton. Ballast 1/per ton in dock, 9d in tidal harbour. Rates on vessels using dock: Coastwise 4d, foreign 41d to 6d per ton reg.; Steamers-coastwise 51d, foreign 6d per ton reg.

Pilotage. - Rates (inwards and outwards):-

								d.							£	5.	d.
Vessels	und	er ı	oo tons	s re	g	o	6	6	Vessel	5 400	and	under	500	tons	0	17	6
,,	100	and	under	150	tons	o	8	0	,,	500	•••	,,	600	• • •	0	18	o
,,	150	,,	,,	200	٠,,	o	9	6	,,	600	,,	,,	700	•	t	0	6
,,	200	,,	,,	250	٠,,	0	11	0	••	700	,,	,,	800	,,	1	2	0
,,	250	,,	,,	300	٠,,	o	12	6	••	800	,,	••	900	,,	ı	5	Ü
,,	300	,,	٠,	350	٠,,	o	14	0	,,	900		,,1	,000		I	7	6
,.	350	,,	,,	400	٠,,	0	15	6	99 1	,000	tons	and	upw	rards	ı	10	o

Towage.-Inwards or outwards 2d per reg ton, or by agreement. From Leith to Burntisland, 60 tons and under £1 15s, and 5s for every additional 20 tons.

Officials.—Harb. Master, W. Galloway; Town Clerk and Clerk to Commrs., T. A. Wallace; Coll. of H.M. Cust., G. Davidson; Harb. Dues Coll., J. Isles; Lloyd's Agent, Capt. W. Galloway; Stevedore, Peter Robb.

Hotel.-" Forth.

Hotel.—"Forth.

BURRY PORT, Carmarthenshire. Lat. 51° 40′ N; long.

4° 15′ W. Auth. Burry Port & Gwendreath

Valley Ry., under Acts of Parliament. THW. f. and c. 6h 8m.

Accn. Tidal harb. 15 acres in area. En. 220ft wide. D. on sill 22ft HWST., and 15ft at HWNT. Dock 400ft by 160ft, withentrance 45ft wide, and quayage of about 250ft. There are ballast cranes delivering 30 tons per hour, and staiths for coals lifting 400 tons per hour. Cranes up to 5 tons. A life-boat station.

Floating Docks accommodating vessels up to 3,000 tons; gates 45ft; D. on sill 22ft at HWST. and 15ft at HWNT.

Charges. - Vessels seeking shelter or freight in outer harb. free; in inner harb. 2d per ton. Vessels discharging and loading 3d per ton, or discharging or loading only 2d per ton.

Towage.—From port to sea, or from sea to port: Under 150 tons register 4d per ton.

150 and under 200 ,, 41d ,, 200 250 5d ,, ,, 300 250 <u>5</u>d ,, ,,

Officials. - Dep. Harb. Master, John Mitchell; Coll. of Harb. Dues, Edward Evans.

Hotels .- "Neptune," "Gwendraeth," "Cambrian," "Harbour View." &c.

BURTONPORT, Co. Donegal, Ireland. Lat. 55° N; long. 8°45° W. Auth. Grand Jury, Co. Donegal. Accn. Area 12,000 sq yds. D. Dry at LWOST., 15ft at HWOST. Used by vessels of up to 250 tons. W. prev. and most dangerous, W. and SW. THW. f. and c. 5h 56m.

Official.—Denis Boner, Harbour Constable.

CAHIRCIVEEN, Co. Kerry. Lat 51° 58′ N; long. 10° 20′ W.

3 miles from Valentia. Auth. The Grand Accn. A good pier protected from the W. by Jury of Co. Kerry. mole. Has a berth for a steamer of about 200 tons. D. 6st LW., and 20ft on bar at HW. THW. f. and c. 4h 2m.

CAISTOR. A fishing station near Yarmouth. No harb, works. CALEDONIAN CANAL. Connecting the North and Irish Seas, from the Firth of Moray to

Length 601 miles, of which 371 are composed of locks, Loch Eil. and the remainder of canal. Opened in 1822. Dimensions of locks, 160st by 38st and 15st deep. Further information obtainable by application to the Superintendent of the Caledonian Canal, Inverness. High water at full and change at Corran Ferry, western end of canal, 5.15. High water at Kessock, eastern end of canal, 12.14.

Officials. - Res. Engineer, John G. Davidson; Collector at Clachnaharry, W. T. M. Burrell; Collector at Corpach, Evan

Cameron.

CALSTOCK, Cornwall. Port of Plymouth. D. HWST. 15ft. HWNT. 8ft.

Official.—Customs Agent, T. Greenfell.

CAMBUS, Clackmannan, Scotland. Lat. 56' 6' N; long. 4' o' W. Firth of Forth. Auth. Proprietor, Lord Abercrombie; Agents, T. & B. Ranken, 17, St. Andrew's Square, Edinburgh. Accn. D dry at LW., 8ft HWNT., and 13ft HWST. Used by grain vessels up to 100 tons. THW. f. and c. 3h 33m.

CAMPBELTOWN, Argyllshire. Basin of the Clyde. Lat.

55° 25' 30" N; long. 5° 35' 30" W. Pop.

7,700. Auth. Town Council, under Statute, 1876. P. NC.

THW. 11h 45m; Sp. rise 8½ft; N. rise 6ft. D. from 8 to 10 fathoms; there is a rise of 8ft in ST; in harb. ST. 14ft at end of quay, inside quay 8ft. W. prev. E and S. Tr.—I. Barley; coating coals: E. draft and coals. LV. 871 reg. ton. Accn. Campbelton Loch, which is almost entirely landlocked, forms a natural harb. for the port. There are no harb. works, with the exception of three piers or quays, named respectively the Old. New. exception of three piers or quays, named respectively the Old, New, and Dalintober Quay. This loch constitutes the harbour; it has an area of about 13 square miles, and a depth of from 8 to 12 fathoms, and has about 500yds of quayage. Vessels of 11st dft. can come up to the quay at LW., and as there is a rise of tide from 8st to 10st, vessels of 19 or 20st dit. may be berthed at the end of the quay. Crane power, 3 tons.

Charges.—Rates on vessels entering or using the harb. 3d to 6d reg. ton. Fishing boats under 15 tons 2/6 per annum. Coal dues 3d ton. Rates on goods shipped or unshipped at the harb, as per schedule. Plankage 1 to 3/.

Pilotage.—District not defined. Rates as per agreement, but

varies generally between 20/ and 30/ vessel.

Towage -As per agreement. Officials .- Town Clerk, D. Mactaggart; Harb. Master, vacant; Coll. of H.M. Cust., J. Barnes.

Hotels .- "Argyll Arms," "White Hart," "Steamboat," and " Lloyd's."

CAPE CLEAR, Co. Cork, Bantry Bay.

Official.—Patrick Cotter, Harb. Constable.

CARDIFF, seaport, S. Wales. Lat. 51° 27' 48" N; long.

3° 9' 42" W. Pop. 130,000. Auth. The Bute

Docks Co. P. NC. Tr.—I. Provisions, grain, timber, esparto, iron ore, and all kinds of general produce; E. Coal is the chief export; large quantities of iron, steel, patent fuel, and general merchandise. W. prev. W., SW., SSE. to NE. Most dangerous

in Penarth Roads is from Eastward and Southerly; but the dock entrances are sheltered from all winds. LV. The Bute Docks are capable of accommodating the largest vessels afloat. Vessels of 6,500 tons burden and upwards trade to these docks. Tides.— HW. f. and c. at 6h 56m local, or 7h 8m Greenwich; equin. Sp. rise 42ft; ordinary Sp. 37½ft; N. 29ft. R. of N. 20½ft. The Bute Docks are approached principally by a channel Northward of the one fathom bank. All the approaches are well marked by lights and buoys. Dock Accn. (alout 111 acres). Entrance Channel.—
Two graving docks about 400ft long, W. of E. 45ft; DHW.
OST. 25ft; NT. 15ft. Another floating graving dock is now in
course of construction. Gridiron 35oft long; DHW. OST. 23 ft; NT. 13ft. Hydraulic cranes are used for discharging ballast. Sheer legs to lift 60 tons. Hydraulic cranes (50 in number) to lift from 2 to 20 tons. Two hand cranes to lift 2 and 4 tons. Graving dock 400ft long, 48ft W. of E., 17ft deep; graving dock 420ft long, 50ft W. of E., 20st deep; graving dock 408st long, 48st W. of E., 17st Roath Basin-(area 12 acres) entrance 80st wide, 1,000st long, 550st wide in centre, quayage 2,700st long. DW. on sill OST. 35st 9in; NT. 25st 9in. Ten staiths for the shipment of coal, with the latest improvements in hydraulic machinery. Two hydraulic cranes to lift 2 tons. Two graving docks 600ft long, each entrance 60st wide. Vessels can be docked at any time irrespective of tides. Roath Dock.-Inner lock, 600ft long, 80ft wide; dock (area 33 acres) 2,400ft long, 600ft wide; quayage 5,000 ft; DW. on sill of sea lock OST. 35ft 9in; NT. 25ft 9in. This dock is now fitted with the latest improvements for the rapid and careful handling of coals. Steamers can be loaded into two or more hatchways simultaneously at the rate of 600 tons per hour with the minimum of breakage. Hydraulic appliances for the rapid handling, discharging, and distributing of grain, general merchandise, and iron ore. Warehouses are provided to meet all requirements, both as regards import and export goods. The Public Graving Dock.—This is a public graving dock, in which shipowners may employ their own labour and find materials. All necessaries for securing ships are supplied by the dockowner at moderate charges. Dock dues (which are very reasonable) and all other information can be obtained on application at the Bute Docks Office. Dimensions: — Length from caisson to head of dock 600ft; length on blocks 580ft; W. of E. 60ft. Vessels can be docked at any time irrespective of tides. Steam Packet Harb. with bridge and floating pontoon, DHW. ST. 33ft 3in; NT. 23ft 3in. Steam crane to lift 6 tons. Pier head crane to lift 4 tons. Channel coal staith, for tug-boats and coasters, worked by hydraulic power, DHW. ST. 28ft; NT. 18ft. LW. Pier, with floating pontoon and hydraulic lift; hydraulic crane to lift to tons, DHW. ST. 43ft 8in; DLW. ST. 5ft 8in; DHW. NT. 33ft 8in; DLW. NT. 15ft. West Bure Dock.—Entrance to basin. 45ft wide; basin (area 1\frac{1}{2} acres) 300ft long, 200ft wide; lock 152ft long, 36ft wide; dock (area 18 acres) 4,000ft long, 200ft wide; quayage 8,800ft long; DW. in dock 19ft and 13ft, viz., 1,550ft of 19ft deep, 2,450ft of 13ft deep; DW. on sill OST. 28ft 9in; NT. 18ft 9in. There are 13 staiths for the shipment of coal. The ballast cranes (four in number) are capable of discharging 100 tons per hour. Cranes (four in number) to lift 10 tons. Graving dock 225ft long, 40ft W. of E., 12ft deep. East Bute Dock. - Sea

lock 223st long, 55st wide; basin (area 2½ acres) 38ost long, 25ost wide; inner lock 20ost long, 49st wide; dock (area 44 acres) 4.300st long, 300 and 500st wide, viz., 1,000st long by 300st wide, 3,300st long by 500st wide; quayage 9,360st long; DW. in dock 25st; DW. on sill of sea lock OST. 31st 9in; NT. 21st 9in. There are 19 staiths in the dock and one in the basin for the shipment of coal, with the latest improvements in hydraulic machinery. The Bute Docks are supplied with the most modern machinery, the greater portion of which is worked by hydraulic pressure. Amongst the appliances are coal staiths, fixed and movable, some capable of shipping 300 tons per hour, about 60 cranes, a large number of which are movable and worked by hydraulic power, lifting up to 20 tons; powerful shear legs, capable of lifting up to 60 tons; hydraulic capstans, for discharging timber and assisting in the moving of vessels, &c. Large warehouses and transit sheds. Warrants are issued on all goods in the dockowners' custody. Rys. G.W., R., T.V., L. & N.W., M., Rhymney and B. and M. The Windsor Slipway, between Cardiff and Penarth, is capable of taking the largest vessels.

Charges.—Dock rates from 1d to 9d per ton. Loading charges (trimming coal) 2 d to 6d per ton cargo. Wharfage and labour charges very reasonable. Ballast 6d to 1/1 per ton. Sundry dues.

charges very reasonable. Ballast 6d to 1/t per ton. Sundry dues. Pilotage.—District. The port of Cardiff and that portion of the Bristol Channel eastward of Lundy Island up to and including Kingroad and the river Rhymney to Rhymney Bridge. Rates per vessel:—Between any dock or harb. in the port of Cardiff, and any point in Cardiff Roads, or vice versá, for vessels laden and unladen:—

If unde	r 60 tons	·			٤		d. o	500 ar	d und	ler 600	ton	s	£	s. 7	d. 6
60 at	id under	100	ton	s	0	7	6	600	,,	800	,,	••••	ι	10	0
100	**	150	,,		0	10	0	800		1,000					
150	,,	200	,,		o	12	6	1,000	,	1,300	,,		2	10	0
200	11	250	,,		0	15	0	1,300	,,	1,500	,,		3	0	0
250	,,	300	,,		0	17	6	1,500	,,	1,700	,,		3	10	0
300	••	400	,,		1	I	0	1,700 to	ns an	d upwa	ırds		4	0	0
400	,,	500	••		1	5	۰)							

From the port of Cardiff to any part of the Bristol Channel, between Lundy Island and Kingroad, for a duly licensed pilot:—

				any F	and ngro oin h ar	d Na oad, o t Eas	sh or st	Roads or any of Nas	& C Poir h ar	Cardiff Combe, nt West nd East nbe.	Roads Island Point	& 1, c	Lune or an est	dy
				2	s.	d.	_	£	s.	d.	£	5	d.	
If under 150				0	15	0		: 1	5	O	2	О	۰	
150 and u	1der 200	tons	•	0	17	6		1	10	0	2	7	6	
200	300	,,		1	0	O		1	17	6		17	6	
300 ,,	400	,,		1	5	O		2	5	0	3	5	o	
400 ,,	500	,,		1	7	6		2	10	0	3	10	э	
500 ,,	600	•		1	10	0		2	15	0	4	0	0	
600 ,,	800	,,		1	15	۰		3	0	0	4	7	6	
800 ,,	1,000	,,		2	0	0		3	15	0	5	10	0	
1,000	1,250	,,		2	IO	0		4	15	n	7	۰	0	
1,250 tons a	nd upwa		· • • • • •	3	0	0		5	15	0	8	10	O	

Any pilot required to remain on board any ship or vessel shall be paid 10/ per day for every day he may be employed. For moving

any ship or vessel from one dock or tidal harb, to another dock or tidal harb., occupying only one tide, not ex. 100 tons reg. 5/; 100 and not ex. 300, 10/; 300 and not ex. 500, 12/6; 500 and not ex. 800, 17/6; 800 and upwards £1 5c.

Towage.—In Bute Docks:-Reg. tons. Reg. tons. Reg. tons. Reg. tons. 3.9 5/3 Under 50 Over 900andunder 1,000... 30/0 ,, I,000 Over 50 and under 100... 1,100... 33/9 ,, 200... 7/6 ,, 100 ,, I,I00 1,200... 37/6 ,, ,, , 200 ,, I,200 300... 11/3 1.300... 41/3 ,, ,, 500... 15/0 ,, 300 ,, 1,300 1,400... 45/0 ,, ,, 500 700... 18/9 ,, 1,500 48/9 ,, ,, 700 900... 22,6 "

and 3/ for every additional 100 tons or portion thereof. Coasting Towage. Inwards in ballast 1 d; inwards with cargo 2d; out-

wards with cargo 2d reg. ton.
Officials.—Offices, Bute Docks; Gen. Man., Sir W. T. Lewis; Sec., T. F. Pitman; Engineer, Charles L. Hunter; Dock Master, Ralph Pomeroy; Accountant, E. A. Hart; Joint Colls. of Dues, H. Lander and D. Edmunds; Warehouse-Keeper, &c., J. J. P. Burt; Traffic Man., D. Morgan.

CARDIGAN, Cardiganshire. Lat. 50° 32' N; long. 4° 20' W.
Pop. 3,669. Auth. The Mayor and Town
ouncil. P. NC. THW. f. and c. 7h Im; Sp. rise 12ft; Council. N. rise 9st. D. on bar at ST. about 14st HW. and about There may be a foot or two greater depth within the bar, but at LW. there is not a boat passage. Ry. G.W. -I. Coal, culm, limestone, patent manures, timber; E. Bricks, slates, flags, earthenware. LV. Vessels of 12 to 13ft dft. can enter the port; they must wait at that dft. for HT. Accn. Warehouse accn., one small crane. Patent slipway at Newquay, 389st long, 20st wide. H. of T. ST. 10st; NT. 5st. Cradle 105st long.

Charges.—No port charges.

Pilotage.—District not defined. No pilotage charges.

Towage.—As per agreement.
Officials.—Supt., F. Layzell; Second Officer of Cust., D. Cronib.

CARLINGFORD, Co. Louth. Lat. 54 13'N; long. 6° 11' W.

Auth. Grand Jury, Co. Louth. Secretary, T. F. Filgate. Accn. A tidal harb. D. 10 to 15ft HWST. LV 650 tons. W. prev. W. New pier shelters from all winds. THW. f. and c. 11h om. Dry at LWST. Depth at entrance HWST 15st, and depth along quay 15st to 10st. Tides 15 minutes later than Dublin.

Officials.—Co. Surveyor, Dundalk, P. Lyman; Harb. Masters James Salmon.

CARLINGFORD LOUGH.—Auth. Commrs. under a Provisional Order, the Piers and Harbours Confirmation Acts 27 and 28 Vict. c. 93; also Amended Orders 1868, 1874, 1875, and 1884. D. on bar 16ft LWST. LV. 2,000 tons, drawing 24st.

Charges.-A free port of refuge. Tonnage Rates.-For every sailing vessel of and under 300 tons reg. entering Carlingford Lough and discharging cargo there, 2d per reg. ton; for every sailing vessel exceeding 300 tons reg. entering Carlingford Lough and discharging cargo there, 3d per registered ton; for every steam vessel entering Carlingford Lough and discharging or loading cargo there, which for loading or unloading is dependent on tidal waters, within the harbour, 11d per reg, ton; for all other steam vessels entering Carlingford Lough and discharging or loading cargo there, 6d per reg. ton; for every vessel entering Carlingford Lough for refuge without delivering or loading cargo there: being sailing vessels exceeding 100 tons register, and steam vessels exceeding 150 tons reg., but not in case of any kind of vessel exceeding 500 tons reg., 2d per reg. ton; being sailing vessels or steam vessels exceeding 500 tons reg., 3d per reg. ton. Exemptions. All sailing vessels of and under 75 tons reg., and all steam vessels of and under 100 tons reg.; all sailing vessels of and under 150 tons reg., and all steam vessels of and under 200 tous delivering or loading cargo at the town or in the river of Newry, north of Old Narrow Water Castle. Anchorage Dues.—Ship or barque, foreign or coasting trade, £1 1/; brig or brigantine, foreign trade, 10/6; schooner or galliot, foreign trade, 3/; brig or brigantine, coasting trade, 5/; schooner, coasting trade, 4/; sloop, coasting trade, 3/; smack or wherry, coasting trade, 2/; steam packet, each voyage, 5/.
Official.—Sec., Capt. Thomas Smith, Greenore.

Hotels.—Greenore, L. & N.W. Ry.; Rostrevor, "Mournes"; Warrenpoint, several; Meath, "Strand."

Lat. 51° 22' N.; long **CARMARTHEN**, Carmarthenshire. 4° 20' W. On the Towy. Rys. Manchester, Milford, Pembroke, and Tenby. Auth. Town Council (Clerk, R. M. Thomas). Accn. For small vessels. D. at LW. 2ft, and 26ft at HWST. W. prev. SW D. at Carmarthen Quay 12ft HWST., and at Blackpoole 17ft. THW. 6h 2m. No dues. A lifeboat station at Ferryside, mouth of river.

Charges.—Quay dues from 1/ to 5/; Cranage 4d per ton. Pilotage.—£2 10/ to £3 from Tenby to Blackpoole, up and down; f. I from Ferryside to Carmarthen.

Towage by Bristol Steamer 4d per ton reg.

Official.—Harb Master, John Rees.

CARNARVON, Carnarvonshire. On the Menai Straits. Lat. 53° 6′ N; long. 4° 30′ W. Pop. 10,258. Auth. Harbour Trustees, under Acts 33 Geo. III. c. 123, 49 Geo. III., c. 24, and the Carnarvon Harb. Order, 1874. P. C. THW. f. and c. 9h 27m. Sp. rise 151ft; N. rise 12ft. D. on bar, least, 7ft. W. prev. from SW.; most dangerous from WNW. Ry. I. & N. W. Tr.—I. Timber, grain, coals; E. Principally slate. LV. which have entered at tide time have been from 175 to 309 reg. ton. Accn. Area of basin or dock 4a 3r 6p. Depth of water at entrance 12st at HWOT., 151st ST. Quayage space 582yds long. The basin or dock is available for vessels to enter from half to high tide. Area of harb. and basin 24a Ir 6p. Slipways:-

Name.	Length.	Width.	H. of T ST. N	Length
Patent Slip Gridiron	ft. 328 120	ft. in. 17 10	ft. ft. 8 6	ft. 84

Charges.—Harb. dues: outward 111d reg. ton; inward 1d with coal only; other cargoes 2d.

Pilotage.—District. From the outwardmost buoy on the bar of Carnarvon, into and out of Carnarvon harb., and in the Menai Strait, to Port Dinorwic, or Moel-y-Don, and vice versa. Rates:—

Distances.	Ift and under.	8 ft	9 ft	10 ft	tı ft	12 ft	13 ft	r4 ft	 15 ft	16 ft	17 ft	18 ft	- 19ft
From the Outward- most Buoy on the Bar to the An- chorage off the Town or the law- ful Quays, and vice versd		11/	12	14	16		25	35	45	1 55	70	90	:120
From the Anchorage off the Town or the lawful Quays to Port Dinorwic, or Moel-y-Don, and vice versa		!	5/	6/	7	7/6	9.	12/6	15/	17.'6	20,	25,	30/
From the Anchorage off the Town or the lawful Quays (no Swellies pilot offering) to Cadnant, through the Swellies, and rice rerea.		. 8.	9	' IO	11	12,	13	14/	15	. 16/		18:	!
From Port Dinor- wic, or Moel-y- Don (no Swellies Pilot offering) to Cadnant, through the Swellies, and vice versh		6	6.9	7.8			•	10,6				ı	: : : : :

For half a foot exceeding the above draughts of water, the medium between the rates stated in the above table. For intermediate distances, a proportionate rate. Pilots boarding vessels outside or to seaward of the outwardmost buoy on the bar, are entitled to a further sum of 1/6 per mile for the extra distance from sea to said buoy.

Towage.—As per agreement.

Officials.—Clerk to Trust., J. Jackson; Harb. Mast., W. Griffiths.

CARNLOUGH, Co. Antrim. Lat. 54° 59' N; long. 6° o' W. Auth. Owner, Marquis of Londonderry, under Prov. Order, 1882. Used by steamers and by vessels in the limestone and iron ore trade up to 350 tons. D. at LW. 6ft. W. prev. SW., most dangerous SE., round by E. to NE.

Official. - James Foster.

CARNOUSTIE, Forfarshire, Scotland. Lat. 56° 30' N; long. 2° 40' W. A small harbour, dry at LW.

CARRADALE, Argyllshire. Lat. 56' 36' N; long. 5' 33' W. Auth. Owner, D. C. R. Carrick Buchanan, of Carradale. There is a pier with water at all times of tide. A good anchorage in offshore winds in from 5 to 7 lims. A place

much frequented in the fishing season. In daily communication with Glasgow; about 20,000 boxes of fish, 1½ cwts. are shipped yearly, and about 2,000 tons of farm produce.

Official.—Harb. Master, Duncan Ritchie.

CARRICKFERGUS, Co. Antrim. Situated in Belfast Lough.

Lat. 54° 39′ N; long. 5° 53′ W. Ry.

Harb. Junction. Auth. Harb. Commrs., under Prov. Order, 1862,
confirmed by Act of Parliament. Accn. Tidal harb. 1,200ft by
500ft. En. 80ft wide. D. 14ft HWST. D. in old harb. 8ft

HW. Dry docks and slipway. THW. f. and c. 10h 40m.

Charges.—On vessels 3d per ton, vessels in ballast 1½d, and 1d per ton for harb. boat. Crane 1d per ton.

Officials.—Town Clerk, James Boyd; Harb. Master, David Robb.

CARSETHORN. -- A creek of Dumfries 12 miles below Dumfries. An open beach. D. HWST. 18ft, HWNT. 10ft.

Official.—Collector, James Harris.

CART RIVER.—See Paisley.

CARTY. - A creek of Dumfries.

CASTLEHAVEN, island near Barlogue, Ireland. Lat 51° 30' N; long. 9° 10' W. Accn. for vessels drawing up to 12ft.

CASTLEHILL, Caithness, near Thurso. Auth. Messrs. J. C. Brodie & Sons. Accn. Three loading berths. D. 10ft to 14ft HWST; 2 ballast berths, D. 7ft to 10ft HWST; a basin affording room for 3 vessels from 100 to 150 tons. W. only dangerous, WNW. Tr.—Paving stone. I. Coals, lime, manures, &c.

CASTLEMAINE, co. Kerry. Lat. 52° 10° N; long. 9° 43° W.

A tidal quay. Auth. Grand Jury of co.
Kerry. Safe anchorage for small vessels. D. on bar 10ft LW.
THW. f. and c. 3h 30m.

CASTLETOWN, Co. Cork. - See Berehaven. Anchorage and pier in Bantry Bay. Vessels of 400 tons lie here. D. alongside pier 11st HWST., 8st HWNT.

Official. - Harb. Constable, J. Harrington.

CASTLETOWN.—See Isle of Man.

CASTLE TOWNSEND, Co. Cork. Lat. 51°35' N.; long. 9° 15' W. A small place under the port of Skibbereen. D. HWST. 24ft, HWNT. 21ft.

CATTEWATER. - See Plymouth.

OELLARDYKE, Fifeshire. A fishing village under the port of Kirkcaldy. D. HWST, 1411, HWNT. 9ft

CEMMAES, or Kemmaes, Anglesea. Lat. 53° 25' N; long.
4' 28' W. A small harb, with 7ft at LW., and with 15ft range of tide. Used by vessels drawing 12ft to 14ft. No vessel can enter at LW. A lifeboat station. Auth. A committee, self-elected.

Official. - W. Jones, Buarthyfoel, Amlweh.

CHANNEL ISLANDS.—Alderney, Guernsey, Jersey.

Lat. 49° 46′ N, 49° 26′ N, 49° 15′ N;
long. 2° 12′ W, 2° 37′ W, 2° 5′ W. Alderney.—Pop. 3, 100.

THW. f. and c. 6h 46m; Sp. rise 17½ft; N. rise 12½ft. Auth.

Admiralty and Woods and Forests and War Depts. LV. HMS.

Mixilator at LWST. D. at entrance LWST. 127!t. Harbours are

at Braye and Crabby, and dry at LW. Vessels drawing 14ft enter

at HW. W. prev. are Easterly, but the most dangerous are those
from ENE. leading into the harb. The harbours on the north
side of the island, are formed by a pier or breakwater 1,609yds
in length. Area 196 acres. No docks. Depth at breakwater
is from 21ft inner end to 134ft outer end.

Charges.—Harb. dues, inwards 6d reg. ton, outwards 3d reg. ton. Steamers carrying mails 5/ inwards and 2/6 outwards, per vessel. Additional on coal-laden vessels 1\frac{3}{2}d ton on cargo. Anchorage and chainage 6d to 10/ each per vessel. All vessels pay 2/ pier pass.

Pilotage.—7d. per ton.

Official. - Harb. Master, F. Brice.

Guernsey. Auth. States of the Island of Guernsey, under Treasury Warrant, Oct. 9, 1875. St. Peter's Port. Pop. 32,500. THW. f. and c. 6h 37m; Sp. rise 32ft; N. 20ft. Three piers with landing stages. D. at LW. equi. ST. 5, 10, and 13ft respectively. W. prev. SE. to SW. Two patent slips with cradles 145ft long, with 15ft of water on the heads of cradles at HW. equi. ST. Hauling by steam. St. Sampsons. An average D. of W. at OST. 12 to 20ft. En. dry at LWST. W. prev. SE. to SW.

Charges at both these Ports. Harb. and tonnage dues 3d to 9d per ton. Charges on cattle, &c. 5d to 4/5 each. Charges on goods, timber, &c. 2/6 per ton, &c.

Official.-Harb. Master, Captain W. C. Jones.

Jersey. Pop. 53,000. Auth. States of the Island of Jersey. Tr.—I. Woollen fabrics, hardware and cutlery, glass, soap, &c.; E. Granite, cattle, butter, fruit, potatoes, oysters, &c. Railway accommodation. St. Heliers. THW. f. and c. 6h 29m; Sp. rise 31\frac{1}{2}ft.; N. rise 23ft. Dry at LW. Area of Victoria and Albert Harbs. 32 acres; old harbs. 13 acres. Piers carried into 14ft LWST.; about 8,000ft space. W. prev. SW., but WSW. most dangerous. LV. vessels of 300 tons reg. can lie at Old North Pier. Accn. at Albert Pier or Victoria Harb. for those of 800 tons, as there is no water between the pier heads at LWST. vessels can only get to berth from half flood to two hours ebb. Charges—Harb. dues 9d to 1/ton; Harb. Master's fee 1d ton. Good cranage accommodation Gores, a pier 900ft long by 30ft wide. D. at pier heads HWST 29ft, HWNT. 14ft.; LWST. dry; LWNT. 3ft. W. prev. Westerly; most dangerous Southerly. LV. 300 tons. Charges.—6d, 8d, and 1s per ton. Rozel. THW. f. and c. 6h 15m; Sp. rise 30ft; N. rise 21\frac{1}{2}ft. D. at pier head HWST. 29ft; HWNT. 14ft.; LWST. dry; LWNT. 3ft. W. prev. Westerly: most dangerous, Easterly. St. Aubins Harb. 3 and 1\frac{1}{2} acres. En. dry at HW. W. prev. WSW. Charges—Sd to 1\frac{1}{2} per t. n.

Officials.—Alderney.—Clerk to Woods and Forests Dept., G. Russel Sowray; Harb. Master, J. Brice. Guernsey.—Harb. Master, Capt. A. Martin. Jersey.—Harb. Masters: St. Heliers, Capt. W. Bichard; Dep. Harb. Master, Capt. T. Le Dain; St. Aubins, Capt. P. de St. Croix; Goree, Capt. C. Pallot.

CHARLESTOWN, Cornwall. Lat. 50° 20' N; long. 4° 41' W. Auth. Owners, A. G. Crowder, F. Crowder and Trustees of the late E. J. Sartoris. Accn. for about 18 coasting vessels; crane to lift 15 tons. Dry at LW. Vessels drawing 13ft and up to 400 tons enter at HWST. THW. f. and c. 5h 11m. Tr.—I. Coal and Limestone. E. China-clay, ores, &c. Charges.—Harb, dues 2d per ton 1892, opening and closing

Charges.—Harb, dues 2d per ton reg., opening and closing

gates 7/.

Ballast.-Discharging, 3d; and cartage, 6d.

Officials .- Manager, H. J. Bulteel ; Harb. Master, J. C. Moore.

CHARLESTOWN, Fifeshire. Lat. 56° 2' N; long. 3° 32' W. N. side of Firth of Forth. Auth. N. B. Ry., under Acts 1859, 1861 and 1862. Accn. Area 4½ acres. Dry at LW. D. at HW. 12ft N., and 15ft ST. Five coal staiths and a 3-ton crane. THW, f. and c. 2h 43m.

a 3-ton crane. THW. f. and c. 2h 43m.

Charges.—Steamers, 2d per ton; sailing vessels, 1d; harb.

lights, 1/ per vessel.

Officials.—J. Walker, Gen. Man., N.B. Ry. Co., Edinburgh; Harb. Master, J. Addison.

Hotel .- "Elgin Arms."

CHATHAM, Kent, River Medway. Adjoining Rochester.
Principally noted for the Government Dockyard.
Rys. L.C. & D. and S.E. Hoys between London and Chatham
every Wednesday and Saturday. THW. f. and c. Ih IIm.

CHEPSTOW, Monmouthshire. At the confluence of the Wye and the Severn. Auth. Owner, Duke of Beaufort. There is no harb.; vessels lie in the river Wye. The tide rises 48ft at springs. Messrs. Watkins, Baker, Baylis and Baker, 11, Sackville-street, London, are Solicitors for his Grace.

CHESTER, Cheshire. See also Saltney, Sandicroft, Queen's Ferry, Connah's Quay, Flint Bagilt, Greenfield, and Mostyn. Lat. 53° 12′ N; long. 2° 53′ W. Pop. 37,000. Auth. The river Dee is under the jurisdiction of the Dee Conservancy Board. There is not practically any harb. at Chester, but important works are now in progress for deepening the river Dee. Chester is served by the following Rys.: G. W., C.L.C., L.N.W., (G. W. and L.N.W.). The shipping entering this river is accommodated at the following quays, &c.:—Connah's Quay, about half way between Chester and the mouth of the Dee river, is the northern terminus of the W. M. & C. joint Railway. There are two tidal docks here; steam and hand cranes; every convenience for shipping. D. Sp. 17st; N. 10 to 12st alongside wharf at LW. Gen. Man., Thos. Cartwright, Wrexham. Connah's Quay is in direct communication with the M., G.N., and M.S.L. Rys. Tr.—Timber, bricks, ore, pig-iron, grain, &c. Flint, a small dock used principally by the owners (Muspratt Bros. & Huntley). LV. draws 12st when loaded; at LWST, vessels cannot enter. Green-field, 3 miles above Mostyn. Vessels of 11st dst. can reach this at

ST., and those of 5st at N. Mostyn imports a large quantity of iron ore and timber, and exports coal, &c. Wild Roads at entrance of the river Dee is a sase and commodious place where large vessels may lie at anchor and discharge into lighters. Sp. rise 18st, N. 10st. THW. f. and c. oh 16m.

Charges.—Anchorage toll, throughout the river 1/- per vessel.

Pilotage: -- Foreign Pilotage Rates (INWARD) per foot-

То												
1	W; Ros	ild ad	5.	3	losi	yn.	C	los to onn Qui	t of tyn ah's	C	East onns Qua	of th's
w	n.	S	m.	W	n. !	۶m.	W	'n.	Sm.	W	n. S	im.
S.	d.	5	d.	s.	d. 1	. d.	s.	d.	s. d.	٧.	d. s.	<u>d</u> .
7	n	6	o	9	o _j	, 0	8	6	7 6	9	o ₁ 8	0
6												
5		٤.		6	0	; 0	6	6	5 C	7	0 6 6'5	6
	W s. 7	Wn. s. d. 7 ''	Wn. Si s. d. s. 7 06	Wn. Sm. s. d. s. d. 7 06 0	Wn. Sm. W s. d. s. d. s. 7 06 08	Wn. Sm. Wn. 5 s. d. s. d. s. d. 7 06 08 07	Wild Roads. Mostyn. Sm. Sm. Wn. Sm. Wn. Sm. 7 06 02 07 06 05 07 06 0	Wild Mostyn. C. Wn. Sm. Wn. Sm. Wn. Sm. Ws. d. s. d. s. d. s. d. s. d. s. 6 o 5 o 7 o 8	Wild Roads. Mostyn. te Conn. Qu. Wn. Sm. Wn. Sm. Wn. Sm. Wn. s. d. s. d. s. d. s. d. 7 06 02 07 08 6 6 0 5 07 06 07 6	Wild Roads. Mostyn. to Connah's Quay. Wn. Sm. Wn. Sm. Wn. Sm. Wn. Sm. R of of of of of of of of of of of of of	Wild Roads. Mostyn. to Connah's Quay. Wn. Sm. Wn. Sm. Wn. Sm. Wn. Sm. Ws. d. s. ild Roads. Mostyn. to Conna's Quay. Wn. Sm. Wn. Sm. Wn. Sm. Wn. Sm. Wn. S. d. s. d	

Foreign Pilotage Rates (OUTWARD) per foot—

FROM	То														
		Wild Roads. Mostyn.								Sea.					
	W	'n.	: 5	m.				Ŵ'n.							
Last of Counah's Quay	į.	d.	١ <u>.</u>	ď	s. c	d. '	s. d.	s. d.	s. d.	. s.	d.	<u>.</u>	d.		
Last of Counah's Quay	.!5	0	4	6	6	0	5 0	٠	٠	7	o,	6	0		
Connah's Quay to East of Mostyn	14	6	4	o	5	6	4 6			6	o'	5	0		
Mostyn	3	o	2	o	٠					5	0	5	n		
Wild Roads	٠.				3	0	2 0			5	6	4	6		

7 6 per tide shifting : 7 6 per day if detained on board within the district; 10 6 per day if taken outside district, and travelling expenses.

Coasting Pilotage Rates (INWARD) per foot-

From	То											
	Wild Roads.	Mostyn.	East of Mostyn to Connah's Quay.	East of Connah's Quay to Chester.								
Outside the N.W. Patch Buoy, or Bar- Booy, North Deep or Fairway Buoy in Hilbre Swash-vessels 60 tons not	s. d.	s. d.	d.	s. d.								
register and under	1 3	1 '	",	÷ ;								
register	16	1 1 9	. 3	. 6								
Vessels 60 tons net register and under Vessels from 60 to 80 tons net register	···	1 3	i o	1 9								

And as to vessels over 80 tons not register, 2d per foot extra for every additional 20 tons not register on each rate respectively.

Coasting Pilotage Rates (OUTWARD) per foot-

From	То									
	Wild Roads.	Mostyn.	Connah's Quay.	Sea.						
	s. d.	s. d.	s. d.	s. d.						
Chester, or any place East of Mostyn, for		1								
vessels 60 tons net register, and under	r 6	1 6	10	2 3						
Ditto, from 60 to 80 tons net register	19	1 9	1 3	2 6						
Mostyn— Vessels 60 tons net register, and under	. ,		1 6	19						
Vessels from 60 to 80 tons net register	1 6		1 9	2 0						
Wild Roads—										
Vessels 60 tons net register, and under		!		19						
Vessels from 60 to 80 tons net register				2 0						

And as to vessels over 80 tons net register, 2d per foot extra for every additional 20 tons net register on each rate respectively. 5/ per tide shifting; 5/ per day if detained on board within the district; 7/6 per day if taken outside district, and travelling expenses.

NOTE.—Winter Season commences October 1, and ends March 31. Coasters pay one half the above rates. No vessel to pay for less than 8ft dft., nor to pay for odd inches under or over half a foot. Also 5 day for each day the pilot is kept on board.

Towage.—Vessels discharging at the G.W. Ry. Co.'s wharves free. Custom House is situated at Connah's Quay, Supt., E. Hughes. Officials.—Clerk to Dee Conservancy Board, S. Smith; Acting Conservator, H. E. Taylor, C.E.; Pilot Master, J. Coppack; Harb. Master, Connah's Quay, Mr. Miller; Tug Owners, Coppack, Carter & Co.

Hotel.—" Hare and Hounds."

CHICHESTER, Sussex. Lat. 50° 46′ N; long. 0° 55′ W. Ry. L.B. & S.C. Harb. is 2m from the city, and is an inlet of the English Channel, containing Thorney Island. D. 2ft LW. THW. f. and c. 11h 45m.

CHRISTCHURCH, Hampshire. Lat. 50° 44′ N; long. 1° 45′. Situated between the Avon and the Stour. IIarb. dries at LW. There is a double tide in the bay. THW. f. and c. 9h om.

CHURCH BAY, Holyhead.—See Sutan.

CINQUE PORTS. Originally five in number, but afterwards increased to eight, viz., Dover, Sandwich, Hythe, and Romney, in Kent, and Rye, Winchelsea, Hastings, and Seaford, in Sussex. These ports formerly had important privileges, and were bound to furnish a certain number of ships of war to the sovereign in return. The first Charter was granted by William I. in 1078. The Lord Warden of the Cinque Ports is also Constable of Dover Castle.

CLACKMANNAN, Clackmannanshire.—See Kennetpans. On N. Bank of Firth of Forth, 27 miles above Queensserry. Lat. 55° 5′ N; long. 3° 51′ W. 7m E. of Stirling, at the junction of the rivers Devon and Forth. D. HWST. 18st, and HWNT. 14st. THW. at s. and c., 10.0. Rys. N.B. The port is a private one used for shipping coals by the Clackmannan Coal Co. Steam cranes. Steamers up to 1,000 tons load. Bed, soft mud 6st deep.

Charges.—Id per ton reg. Official.—J. A. Lange.

GLARE CASTLE, Co. Clare, Ennis, Ireland. Lat. 52° 49' N; long. 8° 57' W. Situated on the river ergus. Ry. L. & E. Auth. Trustees, under Act 9 and 10 Vict., Fergus. Accn. Quayage 700st, sheltered from all winds. Dry at LW. D. in river 18st to 22st. Used by vessels up to 500 tons.

CLAY.—See Blakeney.

CLEVEDON, Somerset, near Avonmouth, Bristol Channel. Auth. Clevedon Pier Co. A pier 840st long.

D. at pier head at HWST. 45ft, and 7ft LWST.

Charges.—2d per person landing or embarking. No cranes. Officials.—Sec., H. C. Fry, Clevedon; Pier Master, W. Mants. Hotel.—"Royal Pier."

CLIFDEN, Co. Galway.—See Ardbear. Lat. 53° 30' N; long.
10° 0' W. A pier belonging to the Grand Jury of
Co. Galway. D. HWST. 12ft, HWNT. 7ft. Dry at LW. Used
by small coasters. Sometimes vessels of 100 to 200 tons load and discharge at pier. and vessels of 800 tons have discharged in bay. W. prev. SW. THW. f. and c. 4h 30m.

Official.—Edward Kendall, Clifden.

CLONIKILTY, Co. Cork. Lat. 51° 35' N; long. 8° 50' W. Pop. 3.600. D. HWST. 12ft, HWNT 8ft, alongside quay. No harb. dues. Official.—Harb. Master, R. E. Honner.

CLONTARF, on N. side of Dublin Bay. D. HWST. 9ft, HWN. 7ft.

CLOVELLY, Devonshire. Lat. 51° o' N; long. 4° 23' W. A small harb. dry at LW. Auth. Owner, Mrs. Christine Louisa Hamlyn. W. prev. W. to N. and NE. Protected by a small breakwater. Dry till half flood. D. from 3ft to 8ft. THW. f. and c. 6h om. A lifeboat station.

Officials .-- T. J. Pitts Tucker, Barnstaple; Harb. Master,

W. Moss.

Hotels .- "Red Lion" and "New Inn."

CLYTH, Caithness (see Auchmaster). Lat. 58° 17' N; long. 3° 15' W. A fishing harbour. D. HWST. 11ft, HWNT. 8ft.

Official.—Harb. Master, J. Sutherland.

COCKENZIE, Haddingtonshire, Scotland. Lat. 55° 58' N; long. 2° 55' W. No harb, authority. Used by fishing boats and by vessels belonging to the Tranent Collieries. THW. f. and c. 2h 16m. Depth at HWST. 15ft to ft. Prevailing and most dangerous winds, SE. Harb. Master, J. Ross.

Official. -Owner, John Polson, Esq., Castle Leven, Greenock.

Essex. Lat. 51° 52′ N; long. 0° 49′ E. Pop. 28,374. Auth. Colchester Naviga-COLCHESTER, Essex. tion Improvement Commissioners, under Act 10 and 11 Vict., c. 281. P. NC. THW. (Colne Point) 12h; Sp. rise 14ft; N. rise 10ft; R. of N. 6ft. D. on bar. Sp. 10ft; N. 5ft; in channel HW. 18ft to 20ft. Bar dries at LW. It is at Colnemouth, some miles from Brightlingsea. W. Unaffected by winds. Ry. G.E. Tr.-I. Grain, timber, &c.; E. Oysters and local produce. LV. One of H.M. vessels, 1,200 reg. ton. 160 reg. ton. at Hythe; 300 reg. ton. at the entrance to Wivenhoe. Vessels of 200 tons can enter channel at LW. One 1-ton crane. Quayage at Hythe 1,485ft, and at Wivenhoe 430ft. Also a patent slipway at the latter place, taking vessels 120ft long, 20ft wide, and drawing 12ft.

Charges.—Harb. dues 1d to 1/6 ton, according to size Coal dues 6d ton, payable by merchant; ressels bringing coal, ha if these rates. Ballast 1/ ton put on board.

Pilotage.—District. From a line drawn from the Naze Tower to the buoy of the Gunfleet, up the Colne river to Colchester, and vice versā. Rates (inward and outward). East buoy of Gunfleet to Eastness 2 6 foot: Eastness to Pyefleet 1 3; Pyefleet to Wivenhoe 1/6; Wivenhoe to the Hythe, Colchester 1/6. A pilot taken on board, or discharged from, a vessel to the eastward of the Priory Spit Buoy, is entitled to £1 in addition to the above rates. London pilots are to be paid from Orfordness to Eastness 6/ foot.

Towage.—As per agreement. Boarding Station at Brightlingsea. Officials. Clerk to Coms., Henry Goody; Channel Surveyor, J. W. Starts; Harb. Master, W. Crosby; Coll. of Channel dues,

T. M. Johnstone.

Hotels.-The "Cups," "Red Lion," and "George."

COLDINGHAM, near Berwick on Tweed. D. I.W. at en. 20ft.

COLERAINE, Londonderry. On the Bann, 5m from the sea. Lat. 55° 10′ N; long. 6° 43′ W. Pop. 6,684. Auth. Harbour Commissioners, under Act, 1879. P. C. THW. 6h 24m; Sp. rise 6¦ft: N. rise 4ft. D. on bar 10ft LWOST. W. prev. from W. to SW., most dangerous from NW. to N. Ry. B. & N.C. Tr.— I. Coal and general goods, coasting trade; E. Cattle and local produce. LV. 372 reg. ton. of about 14½ft dft. It was nearly HW. of ST. when this vessel crossed the bar. Accn. Good quays with about 250ft lin. and a depth at LWST. 12ft, NT. 14ft.

Charges.—Port charges 6d reg. ton. Ballast as per agreement,

usually I/ ton.

Pilotage.—District. The river Bann. From the quays at town of Coleraine to an imaginary boundary line at sea running through a point northward of the mouth of the river, Imform end of east pier at its mouth. Rates. I 6 foot inwards, and od foot outwards. No printed return exists, and the Harb. Commissioners exempt from pilotage rates all vessels towed into the river by agreement with the owner of a steam tug.

Towage.—Inwards with cargo and out light 6d reg. ton, if with

cargo 3d. Pilotage optional when a tug employed.

Officials.—Sec. to Com., W. Eccles; Harb. Master, Edward Steele; Coll. of H.M. Cust., J. Harty.

COLISTON, Aberdeenshire. Lat. 57° 22′ N; long. 1° 57′ W. A small harb. Dry at LW.

CONNAH'S QUAY .- See Chester.

CONWAY, Carnarvon, Wales. Lat. 53° 17 N; long. 3° 50′ W. Ry. Chester & Holyhead. Accn. D. on bar 3ft LW., and 20ft HWST., affording entrance to vessels drawing 6ft at half tide. W. prev. N.W. to N. Auth. Town Council, under Prov. Order, 1878. THW. f. and c. 11h 30m.

Charges. - d per ton anchorage. Quay dues 2d per ton.

Pilotage. — As may be agreed upon.

Officials.—Town Clerk, T. F. Parry; Harb. Master, Evan

Hotels. — "Castle," "Erskine Arms," "Blue Bell," and "Harp."

COOMBE MARTIN, Devonshire. Lat. 51° 13′ N; long. 40° 1′ W. Auth. Owner, Sir C. Watson. There is an anchorage in 8 to 9 fms. THW. f. and c. 5h 50m.

Official.—C. M. Cole, Solicitor, 36, Essex Street, Strand, W.C. CORK, Munster. On the Lee, 15m from the sea. Lat. 51° 47′ 33″ N; long. 8° 15′ 14″ W. Pop. 100,000. Auth. Harbour Commissioners, under Statute I Geo. IV., c. 52, and by a recent enactment. P. NC. THW. f. and c. 4h 58m; Sp. rise 12½ft; N. rise 10ft. D. in river, Sp. 27ft, N. 24ft HW. Alongside the jetties there are 20ft at LW. and vessels of 23ft dft. can lie afloat at all times of tide at a portion of the deep-water quays. W. prev. The quays of Cork are sheltered from all winds; quays at Queenstown are exposed to S. and SE. winds. Rys. G. & S.W., Cork and Bandon, Cork and Macroom Direct; Cork, Blackrock and Passage. Tr —I. General; E. Grain, butter, provisions, live stock, whisky, porter, &c. LV. using the quays and discharging cargo are grain vessels, which come up to Cork and use the deepwater quays there. These enter the harb. and come up as far as Passage, which is 6½ miles from Cork, at all states of the tide. From Passage to the quays of Cork they are brought up at or near HW. The following are some of the largest vessels which have of the tide, viz.:—

Name.	Draug Wa	ht of ter.	Registered Tonnage.
	ft.	in.	Tons.
. Alicia	27	g.	1,839
. Potomac	20		1,109
. Eclipse	20	6	1,301
tar of England	-21	0	1,570
Eastburne	-1	6	1,508
. Iris	.71	6	1,431
. Ранана	21	0	1,367
. Le Charlotier	22	0	1,449
Rufus E. Wood	21	o	1,405
Dragon Fly	21	0	1,134
. Lord Derby	21	9	1,132

Cork Harb. is one of the most capacious and secure harbs. in the British Islands. Water area at Cork between quays is 46½ acres, with a maximum depth of 23ft at LWST. There is a timber wharf on piles, 200ft in length, at Penrose Quay, Cork, with 15ft at LW; a timber wharf on piles. 200ft long, at ballast quay, Queenstown, with 11ft at LW; timber wharves on piles at Victoria and Penrose Quays, Cork, total length 1,245ft, with a depth alongside of 20ft at LWOST; a deep-water quay at Queenstown, affording a depth alongside of 24ft at LWOST, 600ft long on river face; deep-water quay, at Cork, 660ft in length, with a depth alongside of 23ft at LWST; deep-water quay at Cork, 1,405ft in length, with a depth alongside of 20ft at LWST; landing-piers or quays for the use of passenger steamers and other small craft at Ballinacurra, East Ferry, Crosshaven, Ringaskiddy, and Blackrock;

boat-harb. at Queenstown, with breakwater for shelter and accommodation for small boats. The river Lee is navigable for ships of the largest class for about 2½ miles above Haulbowline to Passage West, whence the river channel to Cork is 5½ miles long by 250st to 300st wide, with 14st depth at LWST. The quays along the river Lee are under the jurisdiction of the Harb. Commissioners. The greatest depth alongside quays in Queenstown Harb. at LW is 24st at new deep-water quay. Altogether the quayage space is upwards of four miles in length, with a depth of from 7st to 23st at LW. Dry Docks, &c.:—

Name.	Length	Width	Depth of sill at OHW.
	ſt.	ft.	ft.
Rushbrook Dry Dock	430	6 0	່ 9
Do. Gridiron	1 30	28	1
Cumming's do. Carrigaloe	250	40	
Victoria Dry Dock, Passage West	365	3≥	19 to 21
.,, .,, ., ., ., (221	54	16 to 19
Albert Treble Dry Docks, Passage West	104	54	101010
	193	54 38	161019
Water St., Dockyard Patent Slip		38	ĺ
Harb. Comrs. Yard Patent Slip	240	35	L

Charges.—Tonnage dues from ½d to 1/ per ton. Dues on goods.

Pilotage. — District. The river, harbour, and port of Cork, the southern or seaward boundary being a straight line extending from Poor Head on the east, to Cork Head on the west. Rates for all vessels, inwards or outwards:—

Vessels or Lighters,				Queens- town In- wards.			From Queens- town Out- wards.		To Passage In- wards.		From Passage Out- wards.		ge	To Cork In- wards.		k	From Cork Out- wards.		k •	
			1	s.	d.	£	s.	d.	£	s.	d.	L	s.	d.	L	۸.	d.	£	<u> </u>	d.
Under 8			0	11	3	0		9		15	0	0	5	U	ı	5	4	U	3	. 5
8o an	d und	ler 120	1	1	1	0	7	1	1	3	5	٥.	. 7	10	1	13	y	u	11	3
120	••	160	1	8	2	٥	9	4	1	17	6		12	Ó	2	3	2	Ü	ιÓ	8
160	,,	220	. 1	17	6	0	12	6	2	6	10	٥	15	7'	2	15	0	U	18	9
220	,,	300	2	16	3	٥	18	9	3	11	3	1	5	Ö,	3	16	3	I	11	3
300	,,	400	١ 3	5	8	I	1	10	4	3	2	1	8	1.	4	15	8	ı	14	4
400	,,	500	1 3	15	0	1	. 5	0	4	13	9		11	3	5	ıυ	Ü	ı	17	Û
500	,,	600	4	2	6	1	10	0	5	1	3	1	16	3	U	U	O,	2	2	6
600	,,	700	. 4	10	0	1	15	0	5	8	9	2	1	3	υ	7	6	2	7	6
700	,,	800	. 4	17	6	2	ò	0	5	16	3	2	6	3	Ú	15	o	2	12	€.
800		900	5	5	۰	2	5	0	6	3	9	2	11	3	7	2	Ó	2	17	Ú
900	"	1,000	5	12	6	2	10	0	6	11	3	2	16	3,	7	ıυ	o	3	2	ċ

And inwards—for all vessels and lighters 6, to be added for every 100 tons or surplus fraction (not being less than 50 tons), of every 100 tons over 1,000 tons up to and including 2,000 tons surplus, and for every 100 tons, or like fraction of 100 tons, over 2,000 tons surplus, as far as a vessel of 5,000 tons inclusive, 3/: and outwards—for all vessels and lighters 4/ to be added for every 100 tons over 1,000 tons, up to and including 4,000 tons surplus. The excess over 5,000 tons is not charged with pilotage rate, either inwards or outwards. For every vessel or lighter, British and

foreign, using a pilot, only within the limits in this table, coasters and colliers included:—

Vessels	l t	town to Pass- age.			Passage to Queens- town.		Queens- town to Cork.		Cork to Queens- town.			Passage to Cork.			Cork to Pass- age.					
				۲.									٠.				d.		ъ.	d.
Under 80				6				U	0	9	٥,	o	Ó				0	0	4	U
80 and	unde	T 120	. 0	8	0	0	5						8		0	8	o	0	6	4
120	••	160	٠ 0	10		Ö			0	15	v	0	10	0	٥	10	0	o	6	3
160	,.	220	٠ ں	12	6	ပ	8	4	U	17	6.	υ	12	Ú	U	12	6	0	ક	4
220	••	300	Ú	15	.,	Ū	IJ	O	1	0	0	0	13	4	· o	17	6	0	12	ಕ
300		400	ں	17	0	O	12	o,	1	:0	U	1	0	0	1	.,	o	•	13	4
400	••	500		Ü	Ú,	. 0	13	4	1	15	O,	1	3	4		5	0	٥	16	8
500	,,	600	I	2	6	် ၀	15	oʻ	1	17	6	1	5	o	1	7	Ó,	0	18	4
600	"	700	1	5	o,	٠,	16	8.	2	ò	o.	I	6	8	ı	10	0	1	Ü	o
700	,,	800	I	7	6	۰ ،	18	4	2	2	ó!	1	3	4.	1	12	Е	t	1	S
800	••	900	1	10	O,	· I	U	ن	2	5	ú	1	10	o'	1	15	o.	1	3	4
9 0 0	••	1.000	ı	12	Ġ.	1	ŧ	8	2	7	6	1	11	8	I	17	6	1	5	٠

Add 2/6 for every 100 tons or surplus fraction (not being less than 50 tons), of every 100 tons over 1,000 tons, up to and including 4,000 tons surplus above 1,000 tons as far as a vessel of 5,000 tons inclusive. The excess over 5,000 tons is not charged with pilotage rate. The rates to and from Monkstown, and to and from the East Ferry, are the same as those to Passage; and the rates to and from Ballinacurra are the same as those to Cork. Vessels or lighters proceeding to Blackrock, or higher up, pay the same rates as to Passage. Pilot, in case of extra detention in the vessel or lighter, north of the southern limits of the port, to be paid 5/ per day in addition to his pilotage. Any pilot placing a vessel or lighter in any berth to which a harb. master objects, shall remove her without charge. No pilot is allowed to make terms; 5/ in addition to pilotage allowed for mooring.

Towage.

From SEA to QUEENSTOWN, and trice tersal.

								Ŀ	٩.	d.
Tons	 		Under	JON)	Rate	.	 	2	O	
,,	 		,,	300	,,		 	2	ΙU	U
**	 		,,	400	,,		 •••	3	0	Ų
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	 		**	700				4	ı.	٠,
	 	• • • •	97	800	••		 	5	u	O
,,	 		,,	900	••			5	10	0
,.	 		,, 1	,000			 •••	Ü	U	0

Adding 10/ for every 100 tons, or part of same. From Sea or Queenstown to Cork, 6d per reg. Ton, down towage free. From Sea or Queenstown to Passage, 4d. per reg. ton, down towage free. From Passage to Cork, 3d. per reg. ton, down towage free. Steamers:—Attendance, Queenstown or Passage to Cork, or vice verså, £7 per tug per tide.

Officials.—Sec. to Com., W. Donegan; Engineer, P. Barry, M.I.C.E.; Coll. of Harb. and tonnage dues, J. P. Lyons; Harb. Master, N. Sutton; Deputy Harb. Master at Queenstown, G. Lybors.

snorne.

Hotels.-The "Imperial" and "Victoria,"

COURTOWN, Wexford, Ireland. Lat. 52° 39' N; long. 6'
14' W. Auth. Commissioners, under Act 5
Geo. IV., 1824. Accn. Works undergoing repairs. D. 2st on har at LWST. W. prev. SW., most dang. SE. A lifeboat station.
Charges.—Harbour dues, ½d per ton, 1/ per ton charged for cargoes landed from colliers lying outside; fishing boats pay £1 a year when laid up on slip dering the winter, and £1 5s if left in

harbour basin.
Official.—Harb. Master, G. Mordaunt.

COVE, Berwickshire, Scot. Lat. 55' 58' N: long. 2' 18' W. Auth. Owner, B. F. Hall, of Cockburnspath. Accn. Stone piers. D. at HW. 20ft. W. prev. E and NE. LV. 300 tons.

COWES, Isle of Wight, Hampshire. On the Solent and river Medina. Lat. 50° 46' N.; long. 1° 18' W. Pop. 7,000. Auth. Corporation of Newport, I. of W.; P. N.C. THW. f. and c. 10h 45m, and 11h 45m.; Sp. rise 12½ft; N. rise 9½ft. D. on bar at LW. 10ft; ST. 22ft to 23ft; N. 18ft to 19ft. W. prev. SW by W.; most dangerous are N. and NE. Rys. Ryde, Newport, and Cowes. Tr.—I. Timber, grain, coals, &c.; E. Cement, stone, bark, &c. LV. The roadstead of Cowes affords a safe and sheltered anchorage for vessels of any tonnage. Vessels discharge at railway jetty about 300ft. in length. There are several patent heaving up slipways for vessels up to 1,500 tons. Dry Docks, &c.:—

Name.	Extreme	Breadth	Depth on sill	Ht. of	Tide.	0
Name.	Length.	at en.	on sill OHW.	Sp.	N.	Owner.
	ft.	ft.	ft.	ft. in.	ft. in.	
East:-						
No. 1, Gridiron	110	20		126	10.6	`\
,, 2, ,,	90	25		11 0	90	C. Hansen & Sons
., 3. ,,	. 70	15		10 6	8 6	C. Hansen & Sons
Minerva Slip	700	40		12 0	106)
Falcon	380	40		14.0	0.3	J. S. White.
West :	1	•		•		1
Point Yard Slip	i					
No. 1	350	30		12 0	100	
Do. No. 2	275	24		11 0	g n	C. Hansen & Sons
MedinaDock&	331	56	16	12 0	96	J. S. White.
Patent Slip	300	40	17		•	-
Slipway	220	13		10 0	14 0	W. White & Sons.
Marvins Slip	Í					ĺ
No. 1	350	30		11 6	136 *	
	1			top of	cradle.	i
Do. No. 2	430	32		20 0	170+	4
	1 -			top of	cradle.	ļ
Patent Slip	250	25		130	110	Inman & Co.

[·] Length of cradle, 100ft.

Charges.—Harbour dues: Under 50 tons 1/4 vessel, exceeding 50 and under 100 2/6 vessel, over 100 5/ vessel. Ballast: in harbour 1/6, in roads, 2/ ton.

Pilotage. - See Portsmouth.

Officials.—Town Clerk (Newport), R. Roach Pittis; Harb. Master, W. H. Lawrence; Coll. of H.M. Cust., W. Dear.

CRAIL, Fifeshire. Lat. 56° 16' N; long. 2° 37' W. At N; entrance to Frith of Forth. THW. f. and c. 2h 20m. A life boat station.

CRAMOND, a creek of Leith, at the mouth of the Almond, D. HWST. 12ft, HWNT. 5ft.

[†] Length of cradle, 70ft.

CREETOWN, a sub-port of Dumfries. **CRINAN**, at N. end of Crinan Canal, which extends from Ardrishaig to Crinan, 9 miles (see Ardrishaig). D. on sill of lock 9ft, length of lock 94ft by 24 wide. The distance from Ardrishaig to Crinan round the Mull of Cantire is upwards of 132 miles. Vessels to Glasgow using the canal save about 85 miles of exposed sea passage.

Official.—Superintendent, John Groves (see Ardrishaig).

CROICH Harbour. North Uist, Hebrides. Lat. 57° 37' N;

long. 7' 35' W. A well-sheltered harbour.

CROMARTY, Cromarty, Moray Frith, a small harbour having a depth of 14ft at HWST., and 9ft at HWNT. inside, and anchorage in 22st ST., and 18st NT. outside. Area, 70yds by 40yds; 2 wharves; crane 3 tons. Harb. Auth.—Trustees.

Charges. - 2d ton reg., ballast 1 3.

Official .- Harb. Master, W. Mackay.

CROMBIE POINT, N. side of Forth 2 miles from Charlestown. D. HWST. 12ft, HWNT. 8ft.

Charges.—Harb. dues, 2d per ton.

Official.—Harb. Master, T. Ford.

CROMER, Norfolk. Lat. 52 46' N; long. 1° 19' E. fishing town and lifeboat station.

CROOKHAVEN, C.). Cork. Lat. 51° 30' N; long. 9° 40' W. D. from 3 to 5 fms at LWST.

Official.—Chief Coast Officer, W. Wright.

CULLEN, Banfishire, Scotland. Moray Frith. Lat. 57° 41'

30" N: long. 2 49' 30" W. Auth. Harbour Board. A small tidal harb. En. dry at I.W. Used by vessels of 8 to 10ft draught. W. prev. N and NE. THW. f, and c. 12h 26m.

Charges. - Shipping per ton reg. 4d; light dues, 4d; pilotage, 31d; ballast, 2d. Cartage by agreement. Laying out kedge, 5/.

Official.—Harb. Master, K. McDonald.

CULMORE, Lough Foyle, Ireland.

Charges. - Same as Londonderry.

CUMBWICH, a creek under Bridgwater. D. HWST. 19 to 24ft, HWNT. 14 to 17ft.

DALBEATTIE, Kirkcudbright, Scotland. Lat. 54° 53′ N; long. 3′ 48′ W. No Auth., but an agreement amongst shippers to tax themselves to support quay and its roads, in conjunction with the Dalbeattie Road Trustees. THW. f. and c. 11h 30m. W. prev. SW. Accn. Harb. dries at low water; oft at HWST, with 101/st at the Low Quay, which is about 500yds below the harb. Large quantities of granite shipped by Messrs. D. H. & I. Newall.

Charges. - Harb. dues, merely nominal. Truckage, 5/ per horse. Tide work, 3/6 per tide.

Officials .-- Clerk, Alex. Wilson; Harb. Master, Wm. Copeland.

Hotels.—"Donaldson's," "Tibbald's."

DARTMOUTH, Devon. Seaport. Lat. 50° 20′ 20″ N; long.
3° 33′ 10″ W. Pop. 5,725. Auth. Harbour
Commissioners. P. NC. THW. f. and c. 6h 16m; Sp. rise
15ft; N. rise 10½ft. Ry. G.W. Tr.—I. Coal, salt, timber,
fruit: E. Timber, coaling vessels, cider, &c. Accn. En. to harb.

220yds wide, opening into a safe and commodious harbour of considerable capacity for vessels of any dft. A pier with a depth of 20ft at LW.

Charges.—Harb. dues 3d reg. ton. for vessels discharging and 1/2d reg. ton. for windbound vessels, and 1/3d per reg. ton on vessels coaling.

Pilotage.—District. From Bob's Nose to the Start and vice versa. Rates. For ships boarded without the Run of the Mewstone East, or the Blackstone West, to Dartmouth (inwards), 10ft dft. and under, 2/6, 10ft to 12ft 3/, 12ft to 14ft 3/6, 14ft to 16ft 4/, 16ft and upwards 5/ per foot, (outwards) two-thirds of these rates; steamships putting into Dartmouth harb. for coal only pay for pilotage in and out, the rate above provided for inwards only. If boarded within the above-named line they pay one-half these rates; if boarded within the Castle they pay one-quarter these rates, subject to the circumstances of weather, &c. Ships boarded without the Run of Bob's Nose, or Berry Head, to Brixham or Torquay (inwards), 10ft dft. and under 1/6, 10ft to 12ft 2/, 12ft to 14ft 2/6, 14st to 16st 3/, 16st and upwards 3/6 foot, (outwards) two-thirds of these rates; if boarded within the above-named line one-quarter part less; if boarded half a mile only from the outer piers, vessels of all sizes pay 1/foot dft. The pilotage to Tor Bay is not compulsory, but should the master of any vessel choose to employ a pilot, the charge is two-thirds less than for Brixham and Torquay; vessels bound to Teignmouth with a Teignmouth pilot on board, and piloted from Tor Bay to Bob's Nose by a Dartmouth pilot, pay Castle Line of steamers call fortnightly for mails and passengers. There are also two lines of steamers to W. Indies and S. America, and a German line to the Falkland Islands. Vessels of any tonnage coaled from hulks in centre of harb.

Towage.—In or out 2d reg. ton.

Officials.—Ry. Man. J. Davies; Harb. Master, W. C. S. Lewis; Coll. of H.M. Cust., W. L. Massy.

Hotels.-"Castle," "Royal Yacht," "Queen's," and "King's Arms," "Raleigh," &c.

DEAL, Kent. Lat. 51° 13′ 30″ N; long. 1° 24′ 40″ E. A maritime town of 9,050 inhabitants, and an increasingly popular seaside resort for summer visitors, situated between the N. and S. Forelands, opposite to and sheltered by the Goodwin Sands. An open leach with an iron pleasure pier. It is in contemplation to construct a harb, at this place, in front of land belonging to H. S. Chapman, Esq., for shelter to fishing vessels and for local trade. Sheltered from all but NE, and SE, winds. A lifeboat station. THW. f. and c. 11h 35m.

DERBYHAVEN. -- See Isle of Man.

DEVONPORT.—See Plymouth.

DINGLE, Co. Kerry, Ireland. Lat. 52° 8′ N; long. 10° 16′ W. About 20m SW. of Tralee. A tidal pier with 3 to 4ft at LW. Auth. Dingle Harbour Commissioners. Tr. Corn, coal, iron and earthenware. Vessels drawing 13ft can come along-side Pier at HW. ordinary tides. D. in anchorage, 3½ fathoms.

Anchorage. D. HWST. 7 fathoms, HWNT. 6 fathoms. Official.—Harb. Master, W. Collier.

DINGWALL, Ross-shire, Scotland. Frith of Cromarty. Ry. Highland and Sutherland. A fishing harb.

DONAGHADEE, Co. Down, Ireland. Lat. 54° 38′ 45′ N; long. 5° 32′ W. 16 miles NE. of Belfast. Ry. Belfast and Down. THW. f. and c. 11h 13m. Auth. Commissioners of Public Works in Ireland, under Act I Geo. IV., c. 113. Accn. Area about 16 acres at HW, and 6½ at LW. D. at entrance LW. 12 to 12ft 9in, and inside from 2 to 11ft, with 11½ft additional at HWST. Used by vessels up to 200 tons. Cranes to 3 tons power. W. prev. SSW., most dangerous SSE.

Charges. - None.

Officials.—Sec., W. B. Soady, Esq., Dublin; Harb. Master, William Cruse.

Hotel. -- "Arthur's."

DONEGAL, Co. Donegal, Ireland. Lat. 54° 40'; long. 8° 7' W. At the mouth of the Eask. THW. f. and c. 5h 18m. Auth. Quays belong to the Earl of Arran. Accn. Two quays with D. alongside of 7½ to 11ft at HWST; Sp. rise 11ft and N. 8ft.

No Charges for quays.

Pilotage.—Doon Rock to Green Island 1/6, Green Island to Quay 1/, out to sea 1/3 per foot.

Officials.—Harb. Master, Alex. Kyle; Chief Coast Officer, R. Bell.

Hotels .- "Blain's" and "McGinty's."

DOUGLAS .- See Isle of Man.

DOVER, Kent. A seaport. Lat. 51° 7′ N; long. 1° 18′ E. Pop. 30,270. Auth. Government Pier, Board of Trade; Harb. Dover Harb. Board, consisting of members appointed by the Admiralty, the Board of Trade. The S.E. and L.C. & D. Rys., and the Town. P. C. THW. f. and c. 11h 12m; Sp. rise 18\frac{3}{4}ft; N. rise 15ft. D. on bar at LT. is, ST. 18ft; N. 14ft. W. prev. SE. to SW.; most dangerous from SW. the L.C. & D. and SE. Tr.—I. Coal, timber, seed, &c.; E. Chalk, oil, oilcake, &c. LV. H.M.S. Himalaya. Accn. Tidal harb., 14 acres in extent, communicates with the Granville Floating Dock and the Wellington Dock. En. to tidal harb is between two piers. W. of E. 140ft. Docks, &c.:—

Name.	Extent.	н.	of	T.	_	Width of Entrance.
		ST.		N.	-	width of Entrance.
		ſt.		ft.		ft.
Granville Dock		22				69
Wellington	11}	15	1	•••		70
Patent Slip	600 ft. x 60 ft	21		17	_	•••

Quayage space about 2,400ft. Extensive pier accn. Cranes to lift from 4 to 30 tons.

Charges.—Tonnage dues 3d ton, in ballast 1½d ton. Vessels using harb, tow-ropes pay 10/per mast.

Pilotage. - See London District.

Towage.—Out of the harbour to the edge of the flood-tide, for vessels of 100 and under 200 tons £1; rising 5/ per 100 tons. If the steam is got up for a single vessel, a sum of £1 is charged over these rates. Vessels using the harbour tow-ropes 10/ mast.

Officials.—Registrar to Dover Harb. Board, J. Stilwell; Harb. Master, J. Durden; Man. L.C. & D. Ry., M. Harris; Coll. of H.M. Cust., R. Henderson; Lloyd's Agents, Hammond & Co.

Hotel. - "The Lord Warden."

DOWNS, THE. A roadstead on the SE, coast, between Ramsgate and Deal, the Goodwin Sands forming a breakwater, and affording a valuable refuge from all but NE. and SE. winds. It is proposed to construct a harb. of refuge at Deal, so as to give perfect security from all winds.

DROGHEDA, Louth. On the river Boyne, four miles from the sea. Lat. 53° 43′ N; long. 6° 18′ W. Pop. 14,400. Auth. Port and Harbour Commissioners, under Act 5 Vict., c. 56. P. NC. THW. f. and c. 11h 45m; Sp. rise 11½ft; N. rise 9ft. D. on bar 6ft LWST. W. prev. SE. to W. They increase the height of the tides, but they do not form heavy seas; the most dangerous are from SE. to NE. Ry. G.N. (I.) Tr.—I. Timber, grain, coals, slate, salt, iron, and general goods; E. Cattle, horses, pigs, and agricultural goods. LV. Vessels of 17st dst. have entered the river and arrived in their berths in the harb. on the same tide. Accn. The area of the harb. is 15 statute acres, with a quayage of 1,000yds in length on N. side, and 1,100lt on S. side (800ft lin. of which is not available to the public). Depth of water at quay Sp. 21st; N. 14st; medium 16st. Good warehouse acen.

Charges.—Harb. dues, including deck cargo, 6d per reg. ton. Plankage 1/ each for discharge, 1/ each for ballasting or loading.

Pilotage.-District. From between Clogher Head and the Skerries to quays of Drogheda, and from quays to bay. Rates :-

Registered Tonnage.			N	o. :	r.	ı	1	No.	2.	. 1	No.	3.
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Towage.—Vessels from foreign parts including deck cargo ton 6d; vessels to foreign parts in ballast 5d. Coasting vessels with cargoes or limestone 4d; coasting vessels in clay ballast or light 3d reg. ton. NOTE.—Should vessels from foreign parts, or coasters, sail in without the aid of the Commissioners' tugboat, the former shall be charged 6d ton, and the latter 4d ton outward towage. Minimum charge for towage $\pounds 1$.

Officials.—Sec. to Commrs., J. McNamara; Harb. Master, Captain Leach; Coll. of H.M. Cust., G. Keith.

DRUMORE, Wigtownshire, Scotland. Near Mull of Galloway. Auth. Owner, the Earl of Stair. Acen. Dry at D. at HWNT. 8ft, and at HWST. 12ft. W. prev. half tide. SE. to SW. THW. 11h 15m. Used principally by local boats and windbound vessels entering at HW.

Oharges.—Loading 2d per ton, windbound 1d per ton.
Officials.—Agent, T. C. Greig, of Stanraer; Harb. Master,

W. McMillan.

Hotels.-" Queen's Arms" and "Commercial."

DUBLIN, Dublin. On the river Liffey, 7m from the Irish Sea. Lat. 53° 21' N; long. 6' 16' W. Pop. Auth. Port and Docks Board, under Act 30 Vict., c. 81. 414,597. Auth. Port and Docks Board, under Act 30 Vict., c. 81. P. NC. THW. f. and c. at Dublin bar (Poolbeg lighthouse) 11h 12m; Sp. rise 12 to 14st; N. rise 9 to 11st. D. on bar at LWST. about 15st, and at the following docks as under:-

		Name.		S.T.	
Custom Hou Spencer Grand Cana Inner Chann	se Dock	arbour at LW	 	ft. 16 to 17 14 16 12 to 13	ft. 131 to 141, 11 13 12 to 14

W. prev. W. are SW. to NW., and most dangerous are from ENE. to SE. Rys. G.N. (I.); G.S. & W.; L. & N.W.; M.; G.W.; D.W. & W. Tr. (chiefly cross Channel)—I. Sugar, grain, ice, timber, merchandise, manure, &c.; E. Grain, manure, whisky, beer and porter, linen, merchandise, &c. Largest sailing vessel at HW. was Donald McKay, 2,500 reg. ton. 24ft dft. This vessel discharged her cargo of 3,000 tons guano at the new works direct on the quay. The largest vessels that come up at LW are steamers of 400 to 480 tons of 13½ft dft. The Great Eastern lay alongside Northern Quays for a winter. The En. to the harb, between the North Bull and Poolbeg lighthouses is 1, cooft wide, and is formed by the channel of the Liffey, which is quayed on both sides through The area available for shipping extends from the entrance of Alexandra Basin to Butt Bridge, and, inclusive of the Alexandra Basin, the Custom House, and the Royal and Grand Canal Docks, it is 205 acres in extent. The Alexandra Basin contains 50 acres of water, having a depth of 24st at LW. over three-sourths of its area, and 2,355 lin. It of quay wall, on the S. and W. sides, with 24ft in line of keel at LW. The Grand Canal Docks, on the S. side of the harb., have an acreage of 25 acres, and about 2,000 yards of quayage. George's Dock (inner) is 650st long by 30ost wide, and (outer) 320st by 250st wide; W. of E. 36st. The Spencer Dock (belonging to the Midland Ry. Co. of Ireland has about one mile of quayage, is 26st wide at entrance, and has 5st on sill at LW. The Custom House Old Dock is 413st long by 210st wide; W. of E. 35st. The river, or harb. channel, is about 7,633 yards long, varying in width from 80 to 334 yards, with a depth at LWST. of 13st. There are timber jetties, 3,925st in length, outside some of the old quay walls, along both sides of the river, so as to permit the berths to be deepened to 5 to 8st in line of keel at LW. At the S. side of the river there are 4,078 lin. st of deep-water quays, with 19 to 22st in line of keel at LW. On the N. side of the river there are 3,572 lin. st of deep-water quays, with 8 to 16st in line of keel at LW. The N. quay also extends eastward 2,142st, with 22st in line of keel at LW. There is a length of 3,352st of sheds, chiefly in connection with the cross Channel trade, and tramways to an aggregate length of 14,498st on the quays, connecting these with various railways.

Graving Docks, &c. :-

Name.	Length	Width of Entrance.	Depth on Sill at OHW.	Owner.
North Wall Graving Dk. No. 1 Patent Slip.* No. 2 Do † Dry Dock No. 1 Do. 2 Do. 3	ft. 408 75 155 280 165 80	ft. in. 70 0 30 0 36 0 35 0 35 0 22 0	ft. in. 16 0 6 6 8 6 12 3 12 3	Port and Docks Board.

* For vessels of 200 reg. tons. † For vessels of 500 reg. tons.

Charges.—Harb. dues 104d ton; coastwise 64d. Tonnage duty 54d ton on timber and stone. All other goods free. Corporation dues 5/6 each vessel with goods; 13/44 with coals. Plankage, 2/6 each plank for loading or unloading. Various dock dues on ships

and goods.

Pilotage.—District. On the north an imaginary straight line drawn from a point between Balbriggan and Skerries, and through Rock-a-bill Lighthouse to a point at sea three leagues distant from the nearest land on that part of the Irish coast. On the south an imaginary straight line drawn from a point in the same latitude as the South Arklow Lightship, and through the lightship on the south end of the Arklow Bank, and thence to a point at sea three leagues distant from the nearest land on that part of the Irish coast. the east by an imaginary line drawn from the seaward extremity of the northern boundary line of a point at sea three leagues eastward of the Nose of Howth, thence to a point at sea three leagues eastward of Wicklow Head, and thence until it joins the seaward extremity of the southern boundary line. DIVISIONS OF DUBLIN PILOTAGE DISTRICT. No. 1.—Inner Pilotage Division. Inner Pilotage Division comprises the area which would be enclosed by straight lines drawn from Bray Head to the buoy on the south end of the Kish Bank, and from thence to the Kish Lightship outside the Kish Bank, and from thence on to Ireland's Eye, except so much of that area as is comprised in the Bay Pilotage Division. No. 2.—Bay Pilotage Division. The Bay Pilotage Division comprises the whole area of Dublin Bay outside the bar, and is formed by an imaginary straight line drawn from the north headland of Dublin Bay called Howth Bailey, to the south headland of Dublin Bay, called the Land's End of Dalkey. No. 3.—Outer Pilotage Division. The Outer Pilotage Division comprises the area which would be enclosed on the north by the northern boundary line of

the Dublin Pilotage District, on the east by the eastern boundary line, on the south by the southern boundary line, and on the west by the lines forming the boundary to seaward of the Inner Pilotage Division. Rates. Inner Pilotage District. British or foreign vessels from or to foreign ports to the quays or docks of Dublin 3/ foot; into Kingstown, Dalkey Bullock, or Sutton 2/ foot; to the quays or docks of Dublin from Kingstown, Dalkey Bullock, or Sutton 2/6 foot; from the bar to the quays or docks of Dublin 1/ foot. For piloting (not in ballast) outwards, to any part of this division, from the quays or docks of Dublin to Poolbeg 1/ foot; from Poolbeg over the bar 1/ foot; from Kingstown, Dalkey Bullock, or Sutton 2/ foot. Colliers or coasters, to the quays or docks of Dublin 1/6 foot; into Kingstown, Dalkey Bullock, or Sutton 1/foot; to the quays or docks of Dublin from Kingstown, Dalkey Bullock, or Sutton 1/6 foot; from the bar to the quays or docks of Dublin 6d foot. For piloting (not in ballast) outwards, or to any other part of this division, from the quays or docks of Dublin to Poolbeg I/ foot; from Poolbeg over the bar I/ foot; from Kingstown, Dalkey Bullock, or Sutton I/ foot. British or foreign vessels from or to foreign ports, and colliers or coasters, in ballast, from the quays or docks of Dublin to Poolbeg I/ foot; from Poolbeg over the bar I foot. Bay Pilotage Division. British or foreign vessels from or to foreign ports, to the quays or docks of Dublin 2/6 foot; all other charges identical with the rates of pilotage of the Inner Pilotage Division. Outer Pilotage Division. British or foreign vessels from or to foreign ports, to the quays or docks of Dublin 4/ foot; into Kingstown, Dalkey Bullock, or Sutton 3/ foot; from the quays or docks of Dublin 2/ foot; from Kingstown, Dalkey Bullock, or Sutton 2/ foot. Colliers or coasters, to the quays or docks of Dublin 2/6 foot; into Kingstown, Dalkey Bullock, or Sutton 2/ foot. The rates in the several divisions are charged for every foot of water the vessel draws, and in proportion for every half-foot. A fractional part of a foot less than half a foot is in all cases reckoned half a foot.

Towage.—From bay to quays, foreign 6d ton; coasting 2d ton.

Officials.—Sec. to Port and Docks Board, N. Proud; Harb. Master, Capt. George Graves; Asst. Harb. Master, Capt. W. F. Hartford; Custom House Dock Master, Capt. F. Gill; Pilot Supt., Capt. D. Dunn; Spencer Dock Master, W. Brunton; Sec. Grand Canal Co., W. D. Cooke; Coll. of Cust. and Rec. of Wrecks. F. G. Walpole; Lloyd's Agent, G. Bell; Lloyd's Surv, L. Franklin; Man. G.S. & W. Ry., R. S. Colhoun; Man. M.G.W. Ry, J. E. Ward; Man. (Ireland) L & N.W. Ry., W. G. Skipworth.

DUDDON RIVER, Cumberland. Lat. 54° 12' N; long. 3° 17' W. THW. 11h 38m. Auth. The Hodbarrow Mining Co., Ld., of Millon. D. on bar LW. 3ft, and 3oft at HW. W. prev. S. and SW.; most dangerous on bar SW., but wharf is protected by Hodbarrow Point. Crane power to 3 tons.

Charges.—Anchorage, to Lord of Manor, 4d per vessel; water rate 6d per vessel.

Official .-- Harb. Master, Capt. Morgan.

DUMBARTON, Dumbartonshire, Scotland, River Clyde, Ry. NB. Auth. Harb. Board under Act 1881.

THW. f. and c. oh 20m. Accn. D. on bar 8ft at LW. and 18ft at IIWST. Area. Tidal river about I mile long by 300ft wide constitutes the harb. There is I dry dock and 2 tidal docks, all belonging to private firms. Harb is used by vessels of up to 1,800 tons, but principally for shipbuilding, vessels of 5,000 being built.

Oharges.—Rates on vessels entering, using or passing through the harb. of Dumbarton:

For every vessel of 100 tons (with the exceptions under specified per ton) and under 200 tons ...per ton ... 200 ,, 500 ,, •• 11 500 11
11 1,500 11
11 1,500 11
12 2,500 11
13 3,500 11
14 1,500 11
14 4,500 11 500 ,, 9 ••• 1,000 ,, 0 11 ,, ,, I ,, 2,000 ,, ,, 2,500 ,, ,, 3,000 ,, ,, ,, ,, ,, 3,500 ,, ٠, ,, ,, 4,000 ,, , 4,500 ,, ,, ,, 5,000 ,, ••• ... ,, ••• ••• ••• ••• ,, ... ••• ,, ... ••• ••• ...

All Vessels to be charged according to net register tonnage.

Pilotage.—Nil. (See Clyde dues (Glasgow) for pilotage charged by them on vessels coming into Dumbarton.)

Officials.—Harb. Mast., W. Brown; Supt., Donald Cameron.

Hotels. —" Elephant" Hotel and "Lennox" Temperance Hotel. DUMFRIES, Dumfriesshire. On the river Nith, 10 miles

from Solway Firth. Lat. 55° 1'N; long. 3° 35' W. Pop. 17,090. Auth. River Nith Commissioners. THW. noon; Sp. rise 6ft. D. at Dumfries, ST. 8ft; NT. oft. Kingholm (1 mile seawards) ST. 10ft; NT. 2ft. Glencaple (5 miles seawards) ST. 15ft.; NT. 7ft. Carsethorn (mouth of the river) ST. 18ft; NT. 10ft. Rys. Cal., G. & S.W. Tr.—I. General merchandise; E. Potatoes, seeds, and timber. The harb. is formed by the river Nith, and is about 42 miles long. There are 1,014yds of wharfage provided by the various quays. Patent slip at Pohend, near Palnackie, taking vessels of 200 tons.

Charges.—Harb. dues, general merchandise tod ton; coals and lime 2d ton. Coaling vessels 2d reg. ton. Foreign 6d ton.

Pilotage.—District not defined. Rates to or from sea 3/ foot.

Towage.—There are no steam tugs belonging to the port; vessels requiring towage make special agreement with owners of tugs at Maryport or Silloth.

Officials.—Harb. Master, G. Little; Clerk to Commrs. and Coll. of Harb. dues, James Carmont.

DUNBAR, Haddingtonshire. Lat. 56° o' N; long. 2° 30' 40" W.
Frith of Forth. Auth. Town Coun. under Act 11
and 12 Vict. c. 122. Ry. N.B. A lifeboat station. Difficult of
access, but secure to shipping when in. THW. f. and c. 2h 8m.
Dry at LW. Victoria Harbour. D. HWST. 18ft, HWNT. 14ft.
Wharfage, about 600ft. Old Harbour, HWST 12ft, HWNT
oft 6in.

Charges. -- To or from foreign ports 4d per ton reg.; coasters 3d Official. — Harb. Master, W. Smith.

DUNBEATH, Caithness, a sub-port of Wick. A fishing port. D. HWST. 91ft, HWNT. 6ft.

Official.—Pilot, James Sinclair.

DUNCANNON, Wexford, near Waterford. On the Suir. Lat. 52° 13′ 13″ N; long. 6° 15′ W. Stone piers belonging to the Government. James II. embarked here for France after the battle of the Boyne.

DUNDALK. On Castletown River, county Louth, Ireland.

Lat. 55° 38′ 40″ N; long. 6° 15′ W. Pop.
12,000. Auth. Harbour Commissioners under Act 1885. P.
C. for sail; NC. for steam. THW. f. and c. 10h 56m; Sp.
rise 15ft; N. rise 11½ft. D. on bar 3 to 4ft OST. W. prev.
W. and SW.; most dangerous SE. Rys. G.N. (I)., and D.N.
& G. Tr.—I. Coals, iron, corn, bricks, slates, &c.; E. Cattle,
butter, grain, ale, timber, &c. LV. a steamship of 800 reg.
ton. No vessels enter the harb. at LWST. Accn. The channel at the town is about 300ft wide, and vessels lie alongside
the quays partly waterbound; the length of channel in the inner
harb. is about 9,000ft. There are numerous quays on the S. side of
the channel, viz., George's, Brown's, Martin's, Duffy's, and Williamson's. There is a patent slipway 400ft long × 40ft wide; R. of T.
ST. 15½ft; NT. 9ft; and good warehouse accn. Crane power up
to 15 tons.

Charges.—Mooring buoys 50% off published rates.

Pilotage.—District. For inward pilots. From an imaginary line drawn straight from seaward end of Dunany Point to seaward end of Cooley Point, to Dundalk quays. For outward pilots. Quay to bar or lighthouse. Rates:—

Registered Tonnage.				Br	Vesse	Rep	with gisters from	No. 2. Sailing Vessels, Trading to or from a Port in the	
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Ballast pilotage on coasting vessels outwards:	ilotage on coasting vessels outwards	els outv	vessels	coasting	on	pilotage	Ballast	1
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120		**	130	,,		•••	 		•••	•	, 1	6	6	
130			140	•,		•••	 			•	, 1	17	6	
140		•••	150	,,		••	 		•••	•		į	0	
			160	••		•••	 		•••	1		ī	•	
150 160		••	170	,,			 			1	1	2	0	
170		••	180				 			1	ı	3	•	
180		,,	190	••			 				:	4	•	
100			200	••			 					5	•	
200		.,	250	•			 					ő	0	
250			300	,,			 	•••		1		7	0	
300	and	upwa	rds			•••	 		•••	ı	1	ó	0	

Vessels arriving with a cargo from a toreign voyage and leaving in ballast pay two-thirds of inward pilotage.

Towage.-Coasters 4d ton; Foreign 6d ton.

Officials.—Sec. to Harb. Commrs., J. F. Farrell; Harb. Master, A. Hughes; Coll. of H.M. Cust., T. Ploughman.

Hotels.—"Queen's Arms" and "Imperial."

DUNDEE, Forfar. On the Firth of Tay, 10 miles from the North Sea. Lat. 56° 28′ N.; long. 2° 58′ W. Pop. 155,000. Auth. Harbour Trust, under Act 1875. P. C. THW. f. and c. 2h 32m; Sp. rise 14\$ft; N. rise 11\$ft: R. of N. 8\$ft. D. on bar is 17ft below LWOST. Vessels drawing less water usually take the bar in ordinary weather at any state of tide; larger vessels have to wait for sufficient water. W. prev. W. and SW. There are no dangerous winds at the harb. On the bar of the river the most dangerous wind is E. Rys. Cal. and N.B. Tr. –1. Timber, iron, flax, hemp, jute, lime, guauo, esparto grass, grain, flour, coals, blubber, &c.; E. Linen, sailcloth, sacking, grain, timber, paper, yarns, coals, &c. LV. which have arrived during the past 10 years (previous to that time vessels coming to this harb. were of a smaller class), sailing vessels:—Cuba, 2,500 tons; Lancing, 2,599 tons; Liverpool, 3,330 tons; Alice A. Leigh, 2,928 tons; and of steamers, Knight Companion, 2,542 tons; Arara, 2,601 tons; Indramays, 2,661 tons; Knight Templar, 2,704 tons, drawing from 21 to 24ft of water. Several large steamers have been built at, and sailed from the port, amongst them being the steamship Merton Hall, 2,646 net reg. tons., which was built at Dundee, and sailed with coals, drawing 24ft 10in. She loaded up in the Roads. The present harb. Accn. (outside the docks) is 4³ acres in the West Tidal Harb, that is at the entrance to the W. or older docks, and about three-quarters of an acre in the East Tidal Harb, that is, at the entrance to the E. or newer docks. A deep water loading wharf has been recently erected, where vessels partially discharge; this wharf and its commodious sheds is in process of being extended. A landing place for foreign animals, not subject to slaughter or quarantine, consisting of wharf, with lairage sheds capable of accommodating from 600 to 800 head of cattle, and ample space for further extension; also sale ring and loading bank for convenience by railway has been erected. The first cargo was loaded in the l

alongside is 19ft at LW. The docks, with areas and depths over the sills, are as follows:--

-			Dej	
Name.	Area.	Width of Entrance.	LWO. ST.	HWO. ST.
Oldest Dock, King William the Fourth Second do. Earl Grey	acres 61 51 82 11	ft. 39 55 60 60	ft. in.	ft. in. 14 6 17 0 21 6 21 6

Graving Docks, &c. ---

Name.	Length.	Width.	Depth of Sill OHW.
	ft.	ft.	ft.
East Graving Dock	513	53	20
Patent Slip	500 ; 287	44 38 3	131

There is one large warehouse; also steam hydraulic and hand cranes up to 70 tons, and hyd. jiggers for unloading jute. The present area of accommodation within the docks for ships and boats is 31 acres.

Charges.—Tonnage rates, foreign 4d to 1/4 reg. ton.; coasting, 2d to 3d ton; river 1d and 1½d reg. ton., and 1/ and 2/ voyage. Miscellaneous rates. Rates on goods. Lighting and buoying rates 1½d on all vessels entering or leaving the harb.

Pilotage. - District. The limits within which vessels can be piloted by the pilots licensed by the Trustees, are from six miles outside of the Fairway buoy at the entrance to the river Tay, up the river as far as Invergowrie on the north, and Balmerinoch on the south side of the Tay. Rates.—Foreign.—I. Inwards: for vessels from foreign boarded not more than 3 miles outward of the Fairway buoy, or at any point between that distance and the said buoy, and from thence to and including any point or place within the docks of Dundee or Broughty Ferry and Tayport harbs., 3/10,20 per foot, according to the draught of water. Outwards: for vessels to foreign, boarded at any point or place within the docks of Dundee or Broughty Ferry and Tayport harbs., and discharged at the buoy of Tay 3/10,2 per foot. II. Inwards: for vessels from foreign, boarded as above, and discharged in the roads $2/5\frac{2}{10}$ per foot. Outwards: for vessels to foreign, boarded in the roads and discharged at the buoy of Tay per $2/51^{\frac{7}{10}}$ foot. III. Inwards: for vessels from foreign, boarded above Broughty Castle, to and including the docks of Dundee or Broughty Ferry and Tayport harbs. 1/4½ per foot. Outwards: for vessels to foreign, boarded in the docks or Broughty Ferry and Tayport harbs, and discharged in the roads 1/41 per foot. Coasting. IV. Inwards and outwards: for vessels coasting, boarded and discharged as in No. I. 2/9 per foot. V. Inwards and outwards: for vessels coasting, boarded and discharged as in No. II. 2/210 per foot. VI. Inwards and outwards: for vessels coasting, boarded and discharged as in No. III. 1/1126 per foot. Vessels boarded at Tayport and discharged in the docks at Dundee, or boarded in the docks at Dundee, and discharged at Tayport, are charged 1/510 per foot. During the months of Oct., Nov., Dec., Jan., Feb., and Marchin each

year, the rates are as follows:—I. $4/51^{42.5}_{000}$; II. $3/11^{12.5}_{000}$; III. $1/4\frac{1}{2}$; IV. $3/3\frac{a}{10}$; V. 2'9; VI. $1/1\frac{a}{10}$. In addition to the above rates $\frac{1}{2}$ d per ton is chargeable on the excessionnage of all vessels above 500 tons reg. In the event of vessels having to stop in Carolina roads for want of water in the docks at Dundee, or otherwise, the pilot shall be entitled to leave the vessel; but if the master of the vessel desire to retain him on board till she can enter the harb., he shall intimate such desire to the pilotmaster, who will decide whether that can be done. In the former case, full pilotage rates shall be exigible, but another pilot will, when required, be appointed to bring the vessel into the harb, without any charge beyond the ordinary pilotage rates; in the latter, besides these rates, ten shillings shall be payable for each day or part of a day any pilot shall be so detained, in name of river fees; and in the case of outward bound vessels requiring similar service, the charge for river fees shall be the same. vessels inward bound, boarded beyond the distance of three miles from the buoy of Tay, and not exceeding six miles, to pay ten shillings and sixpence additional for distance money; and vessels boarded six miles beyond the said buoy of Tay to pay fifteen shillings of distance money. In case of dispute the distance shall be ascertained by the bearings of the different headlands when the vessel was boarded.

Towage.—Minimum charge for sea towage £2 10/, and for harb. towage 20/. Rates Inwards including docking (with second tug if necessary): Outside No. 3 Black Buoy, and under 6 miles outside Fairway Buoy 4d reg. ton. From No. 3 Black Buoy and below Newcome Buoy 2d reg. ton. From Newcome Buoy or inwards, under weigh or at anchor 11d reg. ton. When two tugs are required for docking a vessel, the second tug shall receive out of the above rates one third the total charge for towage from Newcome Buoy. When more than two tugs are necessary, the charge shall be as above for the first two tugs, and the rest shall be paid by the vessel, each one-third towage rates from Newcome Rate Inwards (by two or more tugs, including docking with same) first tug 3d; each additional tug 2d reg. ton. All tugs to be paid by vessel. Outward Rates. For loaded vessels, half of inward rates. For vessels in ballast, one-third of inward rates. Towage to Tayport not ex. 150 tons £1 10s; ex. 150 and not ex. 200 tons £1 5s; ex. 200 and not ex. 300 £1 10s.; ex. 300 tons £2. Shifting docks, not ex. 200 tons £1; ex. 200 and not ex. 300 tons £1; ex. 300 and not ex. 400 tons £2; ex. 400 and not ex. 600 tons £2 10s; ex. 600 and not ex. 800 tons £3; ex. 800 and not ex. 1,000 tons £3 10s.; ex. 1,000 £4. Attending launches, same rates as shifting docks. Rate for hawsers, not ex. 500 tons, river £1, sea £1 10s.; ex. 500 and not ex. 1,000 tons, river £1 10s, sea £2; ex. 1,000, river £2, sea £2 10.

Officials.—Sec. to Harb. Trust., A. E. Gray; Harb. Master, Capt. C. Yule; Treas., J. Watson; Engineer, D. Cunningham; Coll. and Surv. H. M. Cust., F. S. Tolputt; Lloyd's Surv., J. Rae.

DUNFANAGHY, Co. Donegal. Lat. 55° 10' N; long. 8° W. Quay dries at LW. Used by vessels drawing 8ft.

DUNGARVAN, Co. Waterford. Lat. 52° 4′ 27" N; long. 7° 35' W. THW. f. and c. 5h 12m. D. HWST. 16st, HWNT. 10ft.

Charges.—Pilotage, 10/ to 20/ as agreed. Plankage, 2/. Harb. dues, 2d per ton; wind-bound, 1d. Ballast, 1/ per ton f.o.b.

Official .-- Harb. Master, P. Curran. DUNMANUS HARBOUR, Co. Cork. Lat. 51° 30' N; long. 9° 50' W. D. 13ft in centre of

harb., but a dangerous place, and only suited for hookers.

DUNMORE (East Harbour). Lat. 52° 9' N; 6° 59' W. W. side of entrance to river Suir. THW. f. and c. 5h 29m. D. inside pier head 8 to 14ft. The pier affords a secure anchorage with westerly gales, as well as from the prodigious sea which rolls along the southern coast, but is not adapted for an asylum harb, from its spaces being confined and its want of depth, there being only one spot within the pier-head with more than 12ft, 8 to 10ft being the ordinary depth at low water. A goo I anchorage in the roadstead in 14 to 16st LW., secure from all but southerly winds. HW. f. and c. 5h 29m. Sp. rise 121ft; Np. roft; Np. ranges 74ft. Limits of harb, from Shannoon Point to Ardnamult Point about 2,000 ft; from pier-head to Ardnamult about 1,275st. Quayage 820st of deep water quays and 300st of quays. Dry at LW. Waterford Harb. Commissioners pilot cutter stationed here; rate of pilotage to Dunmore 11d per ton on reg. Lifeboat and rocket apparatus stations. Auth. Commissioners of Public Works in Ireland, under Act 58 Geo. III. chap. 72.

Charges. — Dues on vessels mooring inside pier-head 2d per ton on reg. and 3d per ton on coal, salt, lime, stone, &c., with special charges on cattle and other goods landed or shipped.

Officials.—Sec. to Commissioners of Public Works, Dublin, W. B. Soady, Esq.; Harb. Mast., T. Dunn; Pilot Mast., Capt.

Kennedy, of Passage East.

Hotels.—"Walsh'a," "Dunmore," "Harvey's," and "Galzey's."

DUNURE, Ayrshire. Lat. 55° 25' N; long. 4° 46' W. Two
dilapidated piers dry at I.W. D. 6ft. at HW.

THW. f. and c. 11h 48m. DUNVEGAN, Isle of Skye, Hebrides. Lat. 57° 28' N; long. 6° 32' W. A sheltered but not commodious

THW. f. and c. 6h 7m.

DYSART, Fifeshire. N. side of Frith of Forth. Lat. 56° 7' 15" N; long. 3' 7' 15" W. Ry. N.B. THW. f. and c. 2h 30m. Auth. Town Council. Accn. En. to harb. 60ft wide. D. 10ft at HWNT., and 14ft HWST. Dry at LW. Dock 200ft by 180ft, with quayage 600ft. En. 37ft wide. Used by vessels up to 200 tons. There are three shoots for shipping coals and a slipway 29ft wide.

Pilotage. — 1/ per foot.

Charges.—Dock charges 3d per ton on vessels to or from foreign ports, and 3d per ton on coasters; harb. dues 11d per ton.

Officials.—Provost, Andrew Terrace; Harb. Master, John
Harraw; Collector of Customs, Jas. Urquhart.

Hotel.—"Royal Townhead."

EARNMOUTH, a creek of Perth. D. HWST. 14st, HWNT. roft.

EASEDALE, I. of Jura, Hebrides. A small harb. for vessels engaged in the slate trade.

EASTBOURNE, Sussex. An open beach and fashionable watering place.

EDAY, Orkney Islands. Lat. 59° 10 N; long. 3° 5' W.

EDEN WATER.—See Guardsbridge.

EDINBORO'.-See Leith.

ELGIN. - See Lossiemouth.

ELIE, Fifeshire. Lat. 56° 11' N; long. 2° 50' W. A small tidal harb. protected by a sea wall, and a pier 845ft in length. D. HWST. 15ft HWNT. 10ft THW. at f. and c. 1h 59m. Auth. Owner, W. Baird, Esq., of Elie, under provisions of statute 20 and 21 Vict., 1857.

Charges.—Dues of vessels under 15 tons 1½d. per ton, under 50 ton 2½d, under 100 tons 3d, over 150 tons 3½d. Vessels windbound half the above.

Pilotage.-23d per ton reg.

Official.-Harb. Master, W. Macintosh.

ELLEN PORT, Islay, Hebrides. Lat. 55° 37′ 10″ N; long. 6° 12′ 40″ W. There is an anchorage in 3½ fms.; entrance through rocks.

ELLESMERE PORT, River Mersey. Used by vessels of 100 to 300 tons entering at HW., and by tugs and barges belonging to the Shropshire Union Railways and Canal Co. Auth. Shropshire Union Railway and Canal Co., under their Act of Parliament. THW. f. and c. 12 o'clock. D. at HW. 10 to 22ft. Area 5 acres. LV. 500 tons. Cranes: 32 hydraulic and 31 hand cranes of various powers up to 10 tons.

Officials.—S. Reay, Sec. L. & N. W., Euston Station, London. Harb. Master, J. Platt. Manager, T. Hales, Chester.

Hotels .- The "Dock," "Bull's Head," and "Railway."

ELY, Glamorganshire. - See Penarth.

EMSWORTH, Portsmouth. D. HWS. 15ft, HWN. 9ft.

Official.—Harb. Master, H. Miller. There is a small slipway.

ERIN PORT.—See Isle of Man.

ERISKA PORT, I. of South Uist. Lat. 57° 5' N; long. 7°
15' W. Situated in a loch of the same name.
A good harb. for small vessels. THW. at f. and c. 2h om.

ESSIE, Banffshire. - See Port Essie.

EXETER, Devonshire. On the Exe. Nine miles from the sea.

Lat. 50° 40′ N; long. 3° 27′ W. Pop. 47,150.

Auth. Mayor, aldermen, and citizens. P. NC. THW. at Exmouth 6h 21m; Sp. rise 12½ft; N. rise 8½ft. D. Exmouth Bar and Bight, ST. 20ft, NT. 14ft; Topsham Quay, ST. 12ft, NT. 8ft; Turf, ST. 14ft, NT. 10ft; Exeter Bar, ST. 13ft; Basin, ST. 18ft; Town Quay, ST. 10ft. Rys. G.W. and L. & S.W. Tr.—I. General; E. Ground barytes, timber, &c. LV. Vessels of 400 tons can reach the city of Exeter, where there is a large floating basin connected with Exmouth by a canal five miles long, 13ft deep, and 30ft wide. Vessels must lighten to 12ft before entering canal. Cranestolift 20tons.

Charges.—Harb. dues 1/2 vessel. Canal dues 1/ reg. ton; 3d. reg. ton in addition for horse trackage. Buoyage and town dues, bullast, 1 - per ton f.o.b.

Pilotage.—District. From Lyme to Bob's Nose, and vice versa.

Rates. Coasters.—For ships in and over Exmouth Bar, to the morings in the Bight at Exmouth, and out again over the bar.

Inwards:—

5. d.

Ex. 60 and not ex. 80 tons 2 o ,, 175 200 ,, 4 9 250 ,, 6 0 ,, " 8o 90 ,, 2 3 ,, 200 ,, ,, ,, ,, 90 ,, ,, 250 300 ,, ,, ,, ,, 100 125 ,, 3 3 ,, 300 ,, ,, ,, 150 ,, 39 125

Ships from foreign parts. For ships in and over Exmouth Bar, to the moorings in the Bight at Exmouth, and out again over the bar. Inwards:—

Outwards, one-half these rates. All ships carried up from the Bight at Exmouth to the Sands 3/6; back 3/6. All ships under 100 tons, carried up to Topsham Quay 13/; back 13/. All ships under 100 tons carried up to Turf 9/; back 9/. All ships upwards of 100 tons carried up to Topsham Quay ton 13/4; back 13/4. All ships upwards of 100 tons carried up to Turf, ton 11/4; back 11/4.

Towage.—Sea to Bight 3½d, out 3d, return 61; sea to Turf 4½d, cut 4d, return 7½d; sea to Topsham 5d, out 4½d, return 8½d; Bight to Turf 3d, out 2½d, return 5d; Bight to Topsham 4d, out 3½d, return 7d.

Officials.—Clerk, G. R. Shorto; Harb. Master and Wharfinger at Exeter, A. Clements; Harb. Master at Exmouth, S. E. Bowden. Hotels. — "Rougemont," "London," "Clarence," "Half Moon," "White Lion," "Globe," and "Queen's."

EXMOUTH (see Exeter), Devon. A lifeboat station. Docks for fishing boats up to 80 tons. Auth. Dock Co., under Exmouth Docks Act, 1864. W. prev. W. most dangerous SE. or WSW. THW. f. and c. 6h 2m. LV. 2co tons at HW. Official.—Sec., H. C. Adams.

EYEMOUTH, Berwickshire, Scotland. Lat. 55° 52′ 25″ N; long. 2° 5′ W. Situated at the mouth of the Eye, 5 miles from Berwick. Auth. Harb. Trustees, under statute 2 Vict., c. 36, and Provisional Order July, 1882. THW. f. and c. 2h 15m. D. dry at LW.; 12 to 18ft at entrance HW.; and 17ft at berths. Used chiefly by small vessels up to about 160 tons. Good quayage. A lifeboat station.

Charges.—Coastwise 4½d. Beyond Fraserboro' and Humber, 6¼d, foreign 8¼d.

Pilotage. From 30 to 50 tons reg., summer rates 1/, winterrates 1/2.

Officials.—Clerk, John Wood; Harb. Master, James Paterson;
Measurer, John Dickson.

Hotels.—"Ship" "Yawl," and "Royal" on quays.

FALLIN, Creek of Alloa. D. HWST. 11ft, and HWNT. 6ft. Charges.—Harb. dues 1/ per mast.

FAHY HARBOUR, Galway, Ireland. Ltt. 53° 55' N; long. 9° 58' W. Dry at LW. at entrance. Good security inside for vessels drawing up to 12ft.

FALMOUTH, Cornwall. Seaport. Lat. 50° 9' N; long. 5° 4' W. Pop. 12, 131. Auth. Harbour Commissioners, under a Provisional Order of 1870, and Docks Company, the latter having jurisdiction over the tidal harb, within the break-water, and the graving docks. P. C. THW. f. and c. 4h 57m; Sp. rise 16ft 6in; N. rise 9ft 6in. W. prev. SW. to W.; most dangerous SE. to E. Ry. G.W. Tr.—I. Wheat, barley, maize, guano, nitrate of soda, manures, coals, timber, grain, flour, bricks, slates, &c.; E. Granite, paper, hemp and wire rope, copper ore, china-clay and stone, timber, granite, pilchards, fire-bricks, &c. LV. Borderer, 4,740 tons. The outer harb. is a capacious and secure anchorage. Vessels of the heaviest draft can enter at all times of tide. The tidal harb, is formed by two piers or breakwaters, the entrance is 1,000st wide between the pier heads. The E. breakwater is 900st long, and has 23st at LWST. along its wharves, and 18st on the W. side of the tidal harb. Area of tidal harb. 42 acres, with 2,000ft lin. of quayage space. Falmouth Docks include two graving docks owned by the Falmouth Dock Company, with iron and wood shipbuilding and repairing yards, and extensive warehouses for storage of goods. Cranes to lift 1 to 5 tons, and a large one to lift 40 tons.

Charges.—Anchorage dues ½d. per ton reg., payable twice only in each year. Windbound vessels exempt.

Graving Docks, &c. :-

Name.	Length.	Width.	Depth of Water - OST.	H. a	nd T. side.
	l		OST.	ST.	N.
	ft.	ft.	ft.	ft.	ft.
No. 1	350	50	ft. 14	14 20	11 16
No. 2	557	71	22	20	16
Patent Slip	100	25	I —	10	6

Pilotage.—District. From the Dodman to the Lizard, and vice versa. Rates:—

vice ver													· · · ·
8ft and under.	to oft.	11ft.	12ft.	13ft	. 14ft	. 15ft.	16ft.	17ft.	18ft.	19ft.	20ft.	21ft. 2	2ft. 23ft.
s. d. s. A 30 0 3	. d.ˈ 5 o	s. d. 40 0	s. d	s. d	s. d	. s. d.	s. d.	s. d. 80 o	s. d. 90 0	5.	S.	s. 130	s s 140 150
B 20 0 2					1		1		1	1	1	1	
C 10 6	3 0	15 6	18	6 20	0 22	0 24 0	26 6	29 6	33 0	37	41/6	46 5	2/6 59

A From sea to within an imaginary line drawn from the lighthouse on St. Anthony's Point, to the Block House on Pendennis Point.

B From inside an imaginary line drawn from the Manacles to the Dodman, within an imaginary line drawn from the lighthouse on St. Anthony's Point, to the Block House on Pendennis Point.

C From inside an imaginary line drawn from the lighthouse on St. Anthony's Point, to the Block House on Pendennis Point, to Carrick Roads, Falmouth Inner Harb., St. Mawes Harb., and St. Just Pool.

From Sea to Helford Harb., 2/6 foot dft. For vessels exceeding 23ft, an increase for each foot or part of a foot, in the same proportion as between 22 and 23ft. From Carrick Roads, and vice versd, to Falmouth Inner Harb., St. Mawes Harb., and St. Just

Pool, 1/6 foot dft. From Carrick Roads, and vice versa, to Restronguet 2/ foot dft. From Carrick Roads, and vice versa, to Malpas, 2/6 foot dft. Outward pilotage, 2/6 foot dft. The several Pilotage Rates herein specified are subject to a reduction of onefourth part, in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed. No vessel is to be brought to an anchor outside an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point, unless at the express desire of the master, of which the Pilot is to procure a certificate to entitle him to the pilotage; and no vessel is to be brought to an anchor between an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point, and an imaginary line drawn from the Block House on Pendennis Point to Carrick North Point, or between the buoys of the Narrows, unless under circumstances of unavoidable necessity. Pilots kept on board vessels under way outside the harbour, shall be entitled to the following scale of pay, viz:-

on board vessels at anchor within the harb., when requested by the master thereof so to do, or detained on board of vessels performing quarantine, shall receive the same rate of pay for such detention. N.B.—No allowance for a pilot going on board a ship in the harb. to take her out, except in extremely bad weather, or when ships are on shore, or making signal of distress, in which cases a reasonable compensation is to be made.

Towage.—Inward or outward. 5/ for every 50 tons up to 1,000 tons, and 10/ for every 100 tons above 1,000 tons. Transporting in the harbour, docking or undocking, three-fourths of above-mentioned rates. Assisting to moor after first anchor is dropped £1, if the tug has not earned inward towage. If paid by time the rate is £2 per hour under ordinary circumstances.

Officials.—Clerk to Harb. Commrs., W. J. Genn; Harb. Master, R. Sherris; Dock Sec. and Supt., F. J. Bowles; Acting Dock Master, J. Tallack. Hotels.—"Falmouth," "Royal," "Greenbank," &c.

FAREHAM, Hants. A creek of Portsmouth, taking vessels of up to 300 tons. D. HWST. 12ft, HWNT. 9ft. Official.—Coll. of Dues, R. Pye.

FAVERSHAM, Kent. On the Swale, about 2 miles from the entrance to this river. Lat. 51° 20' N; long. o° 53' E. Pop. 13,290. THW. f. and c. oh 30m. Auth. Faversham Nav. Com. by Act of Parliament, 5 Vict., c. 42. P. NC. Harb. dry at LW. Sp. average from 12 to 121st; N. 8 to 9st. W. prev. The harb. is protected from all winds. Ry. L.C. & D. Tr. -I. Timber, coal, iron, &c.; E. Grain, hops, cement, and wool. LV. 210 reg. tons.

Charges.-Harb. dues, loaded vessels above 10 reg. tons 5d ton inwards and outwards; under 10 tons 3d ton. Coals 6d ton, No dues on other cargoes.

Towage. Loaded 31d, light 21d ton. Minimum 15/. Officials.—Harb. Master, T. M. Attwater.

FELIXTOWE (see Harwich). Entrance 140st wide, Length of South Quay about 600ft. Several steam cranes.

FELLING. - See Newcastle-on-Tyne.

FERRYPORT-ON-CRAIG.—See Tayport.

FETHARD, Co. Wexford. Lat. 52° 5' N; long. 6° 50' W. A fishing village near the mouth of the river Suir.

FINDHORN, Elgin, Scotland. 3 miles N. of Forres. Lat. 57° 40' N; long. 3° 55' W. D. HWST. faft. Herring fishery and small trade in corn. D. Dry at LW. THW. f. and c. 11h 59m. Official.—Harb. Master, G. Ross.

FINDOCHTY, Banfishire, Scotland. Lat. 57° 42′ N; long.
2° 55′ W. Dry at LW. The fishermen of this place having subscribed £3,000 towards the formation of a harb., the Fishery Board have supplemented this amount, and constructed Harb, Works. THW. f. and c. oh 25m. D. at HWST. 12ft. Neaps 9ft.

Charges .- 3d per ton reg. Official.-Harb. Master, J. Heard.

FISHBOURN.—See Ryde.

FISHERROW. —See Musselborough.

FISHGUARD, Pembrokeshire. Lat. 51° 55′ N; long. 4° 57′ W.
No harb, authority. Nearest Ry., Haveford West, on G.W.R. Pop. about 1,700. THW. f. and c. 6h 56m. A lifeboat station. Invaded by the French in 1797, who landed and were taken prisoners by the inhabitants the same day. D. HWST 15ft, and HWNT 8ft at pier head. LWST. all dry, and LWNT, 3st at pier head. Quays 500st. Steamer to Bristol every 14 day.

Charges .- 3d per ton; culm and limestone Id; vessels wind-

bound 11d per ton; ballast 6d per ton.

Official.-Harb, Master, W. G. Evans, Lifeboat Station.

FLADDA or PHLADDA HARBOUR, Isle of Skye. Lat. 57 34' N; long. 5° 57' W. A safe anchorage in 10 to 4 fms.

FLEET BAY, Wigtonshire. Lat. 54" 48' N; long. 4° 15' W.

Harb. has D. 14ft HWST. THW. f. and c. 11h 30m.

FLEETWOOD, Lancashire. On the river Wyre, near its entrance into Lancaster Bay. Lat. 53 55' N : long. 3° o' 20" W. Pop. 6,733. Auth. L. & Y. Ry. Co. and L. & N.W. Ry. Gointly the P. & W. Ry. Co.), under Statute 12 and 13 Vict., c. 74. P. NC. THW. 11h 24m; Sp. rise 27ft; N. rise 20½ft. D. on bar 35½ft at HWOST.; 28½ HWONT. Rys. P. & W. (L. & N. W. and L. & Y.). Tr.—L. Grain, cotton, timber, iron ore, esparto fibre, fish, cattle, &c.; E. Coal, coke, and general merchandise. LV. Holt Hill, 2,441 tons reg. En. to docks is through a channel with a depth of 25ft OST. Entrance lock 250ft long, 50ft wide, depth on sill 25ft OST., 18ft ONT. Dock 1,000st long, 400st wide; area 10 acres. Timber yard area 15 acres. Quayage space about 5,500st. Total shed area 158,000 sq yds. One 50 ton, three 6 ton, three 4 ton, six 2 ton cranes; three coal tips. Goods warehouses, cattle she ls, &c. Patent grain elevator, 300st long by 90st wide and 140st high. Storage capacity 30,000 tons, and every accommodation for shipping. Patent lifting dock. New griding 310st by 50st. D. HWS F. 15st. HWNT. 8h 6m. Sheltered from all winds and run of tides.

Charges.—Harb. dues, foreign 3d ton voyage, Wyre light dues 3d ton voyage. Coasting 1d ton voyage, Wyre light dues 1d ton each voyage for three voyages; Walney light dues 3d ton per year. Dock rates from 1\frac{1}{2}d to 1od. Charges for labour. Passenger tolls.

Wharfage. Providing boats 10/.

Pilotage.—District. From sea (that is, Morecambe Bay Lightship) into and out of the harb. and along the coast from Formby Point to Haverigg Point of Dudden. Rates on vessels employed in the oversea trade:—

	Under 200 tons reg.	and under	600 tons and under 1,000 tons reg.	1,000 tons reg. and upwards.
	foot.	foot.	foot.	foot.
	s. d.	s. d.	s, d.	s. d.
From within lines from Morecambe Bay Lightship to Formby Point and Haverigg Point respectively				
to Fleetwood and vice versa. From within a line with Black Comb, bearing NNE., to Fleetwood,		8 0	9 0	10 0
and vice versa From Danger Patch Buoy, or one mile outside the outer lighthouse,	4 0	5 0	6 0	7 •
from the outer lighthouse, or within one mile outside thereof, to		3 6	4 °	5 0
Fleetwood, and vice versa From inside the outer lighthouse to	2 6	2 6	3 0	4 •
Fleetwood, and vice versa	т б	2 0	2 6	3 0

On vessels employed in the coasting trade one-half of these rates. Additional rate, for intermediate portions of a foot dft., as follows, viz.:—For 3 inches and under, no addition; for more than 3 inches and under 9 inches, the medium between the two rates; for 9 inches and upwards, the rate for the next foot. For transporting ships from one berth to another within the harb. 10/6. If a master retain or employ a pilot whilst at anchor, the lay days to be 7/6 per day. All coasting steam vessels making more than one voyage per week pay half these rates.

Towage.—Coasting vessels to and from harb. to Screw Light 3d ton, minimum £2 2s. Foreign vessels, Fleetwood harb. to and from Danger Patch 3d ton, minimum £3 3s.; Fleetwood harb. to and from Screw Light £3 3s. Beyond Danger Patch Buoy, or beyond North-west Buoy at rate of £3 3s hour. Towing from sea and docking same tide 3d ton. Assisting to dock ship towed by other than harb. tug 1 1d ton.

Officials.—Sec. and Harb. Master, Thomas H. Carr; Marine Supt., Capt. Jackson; Dock Agent, J. N. Clarkson.

FLINT DOCK, Flintshire, Wales (see Chester). Lat. 53° 15' N; long. 3° 9' W. Situated on the estuary of

Charges.—Tonnage on vessels to or from foreign ports 8d, on coasting vessels 4d; windbound vessels, coasting, Id; foreign, 2d.

Pilot	age.—	£ 5	. đ.	1	£	s.	d.
30 to 50 to	ons	0 1	0 0	100 to 120 tons	1	0	0
50,60	,,	0 1	2 0	120 ,, 150 ,,	I	3	0
60,,70	,,	0 1	3 0	150 ,, 200 ,,	1	10	0
7 0 ,, 80	,,	O I	4 0	200 ,, 250 ,,	1	15	0
80,,90	,,	0 1	6 o	250 tens and upwards	2	0	0
90 ,,100	,,	0 1	7 0	1			

Officials.—Clerk, Andrew Tarras; Harb. Master, George Mackay; Harb. Treasurer and Coll., John Cranna, jun.

FREMINGTON QUAY, Devonshire. Auth. L. and S. W. Ry. Co. Accn. Tidal harb. about 900ft long, with quayage about 1.250ft. D. Dry LW.; 18ft HWST. Used by small vessels of about 100 tons discharging coals from S. Wales. Cranes lift from 2 to 10 tons.

Official.—F. J. Macaulay, Waterloo Station, S. W. Ry., London. FRENCH PORT, Co. Mayo. Lat. 54° 15′ N; long. 10° 3′ W. An anchorage for vessels drawing 12ft. FROSCAVEG BAY, I. of Skye. Lat. 57° 23′ N; long. 6° 26′ W. A small pier harb., dry at LW. GAINSBOROUGH, Lincolnshire. An inland port situated on the Trent. Lat. 53° 24′ N; long. 0° 45′ V. Ry. G.N. Steamers ply between this place and Hull, and it

W. Ry. G.N. Steamers ply between this place and Hull, and it is in communication with many inland towns by means of canals. No harb., but vessels lie in the river. A wharf at Galthorp.

Official.—Burgess Constable, E. Pearson.

GALWAY, Co. Galway. On the Corrib. Lat. 53° 18' N; long. 9° 5' 30" W. Pop. 14,8co. Auth. Harb. Commissioners under statutes 16 and 17 Vict. P. NC. THW. 4h 35m; Sp. rise 16ft; N. rise 11ft. D. in harb. ST. 18ft to 20ft; NT. 12.t to 14ft. W. prev. W. and SW. Ry. M.G.W. Tr. General. LV. using the harb. are steam vessels, including H.M. gunboats, and all classes of sailing vessels. The largest vessel can enter the roadstead and lie there at anchor in safety. There are two wet docks with an area of 9 acres, which will accommodate vessels of 16ft dft.; these can enter at OST. There is also a pier about 115ft long, with a depth of 20ft at OST.

Charges.—Dues for roadstead 6d ton, new dock 8d ton.

Pilotage.—District. The Port of Galway is divided into two pilotage districts, one called the Outer, and the other the Inner. The outer district extends from a line from Gulin Head, to the western point of the Arran Islands, and from thence to Hag's Head, and to the roadstead of Galway. The inner district extends from the roadstead to the docks and quays. Rates. From a line drawn between Black Head and Spiddal to the roadstead, and vice versd: 50 tons and under 75 tons 12/6, and 2/6 additional for every 25 tons. Half the above rate payable from the roadstead to the docks, and vice versd. A vessel taking a pilot at or outside Arran to the Black Head Line, or from Black Head Line to Arran Islands, by either Sound, pays 2/6 for every 25 tons reg., in addition to these rates.

Towage.—As per agreement.

Officials.—Sec. to Harb. Commrs, R. Stephens; Harb. Master, L. Moore; Manager M.G.W. Ry., J. E. Ward; Coll. of H.M. Cust., J. Kearn.

GALTHORP, a wharf at Gainsborough.

GANNEL, a creek of Padstow. D. HWST. 21st, HWNT. 12ft 6in.

GARDENSTOWN, Banffshire. Near Troup Head. Lat. 57° 40' N; long. 2° 20' W. Auth. Owner, Col. Francis Campbell, of Troup, under the Gardenstown Harbour Order, 1876. THW. f. and c. oh 30m. Accn. Harbour is of triangular shape, with WS. and E. quays, length of quayage being 1,669ft. D. Dry at LW., 111/1 HWST, and 9/1 HWNT. W. prev. and most dang. N to NE. LV. 135 tons.

Charges.—3d per ton reg.

Pilotage.—4d per ton reg.

Officials.—Agents, Burnett & Reid, of Aberdeen. Harb. Master, Capt. J. T. Nicolson.

Hotel.-"Garden Arms" Hotel.

GARLIESTOWN, Wigtonshire.—Lat. 54° 45' N; long. 4° 20' W. THW. corresponds with time of Liverpool. Auth. Harb. Committee, without Parliamentary powers. W. prev. S and SE. Accn. Tidal harbour, dry at LW., with 18ft HWST, and 10 to 12ft HWNΓ. LV. 300 tons. Crane power to 5 tons. Covered sheds, passenger steamer to Liverpool weekly.

Charges.—11d per ton reg. on vessels discharging or loading, 1d per ton on vessels taking shelter. Dues on cargo landed: coal and lime 1d per ton, manures and feeding stuffs 3d, other goods from 1d to 1/8 per ton. Harb. boat 2/ to 10/ according to tonnage.

Pilotage. -5/ to 10/. Officials. - Sec., J. Fingland; Harb. Master, Robt. Highet.

Hotels.—"Galloway Arms" and "Queen's Arms."

GARMOUTH, or Kingston, Morayshire. Lat. 57° 41' N; long. 3° 10' W. There are no harb. works. Ships lie in the estuary of the River Spey.

GARSTON DOCKS, Lancashire. On the Upper Mersey, 4

miles S. of the Liverpool S. Docks, and on the same side of the river. Auth. L. & N.W. Ry. Co., under Co.npany's Acts of Parliament. The river is navigable for vessels up to 1,200 reg. ton. Ry. L. & N.W. Tr.—General I. and E., specially coals E. LV. Steamers of 1,995 reg. ton. and sailing vessels of 1,800 reg. ton. THW. f. and c. 12h om noon. Accn.:-

				De	pth o	over	Sill.
Name.	Area.	Width.	Length.	s	т.	Т	N.
Old Dock	acres.	ft. 50	ft. 270	ft. 25	in.	ft.	in. 9
New Dock			370				

There is a gridiron 300st long, situated so as to give vessels four hours clear between the tides for repairs; hydraulic capstans; numerous cranes up to 40 tons' power; patent machinery for weighing cargoes; special facilities for shipment of coal, including eight high-level coal-tips, capable of tipping 1,000 tons each per day; about 113 acres of storage accommodation for goods; railway lines along docks and quays; more than 5,000ft lin, of quayage space.

Pilotage.—See Liverpool. Towage. - See Liverpool.

Charges.—Dock dues, old dock 3d ton, new dock, 2d ton.
Officials.—Gen. Man., L. & N. W. Ry., G. Findlay; District
Goods Man., E. Braide; Dock Supt. C. R. Jones.
Hotels.—"Garston" and "Wellington."

GATEHOUSE, or Port MacAdam, Kirkcudbright. Situated on the river Fleet, 3 miles above Wigtown Bay. Lat. 50° 46' N; long. 4° 19' W. Auth. Owner, H. G. Murray Stewart, Esq., of Cally, Gatehouse. A dry harb. The Fleet is navigable for vessels of 80 tons.

Charges .- Harb. dues 2d per ton, Official.-David Morton, Harb. Master. GATESHEAD. - See Newcastle-on-Tyne.

GERMAINS .- See St. Germains.

GIGHA ISLAND, Argyllshire. Lat. 55° 42' N; long. 5° 43' W. There are 3 good anchorages on E.

side, Gigulam Sound being the best.

GILL, Westra Island, Orkneys. Lat. 59° 18' N; long. 2° 58' W. THW. f. and c. 10h 10m. Auth. Orkney Harb. Commissioners, under Orkney Harbours Act, 1887. Accn. A harbour with a stone pier 300ft long, carried out to 20ft. HWST., and 9ft LWST. Crane power to 3 tons.

Charges .- Harb, dues according to size 11d to 6d per ton. Officials. - Clerk, Duncan J. Robertson, solicitor, Kirkwall; Harb. Master, S. Hutcheon.

Hotel.—"Trenabie," N. Goldberg. GIRVAN, Ayrshire. Lat. 55° 12' N; long. 4° 50' W. Situated at the mouth of the Girvan. Ry. G. & S. W. THW. f. and c. 11h 45m. Auth. Commissioners, under Provisional Orders, 1865, 1867, and 1881. Accn. Area about 15 acres. Quayage about 2,100ft. D. on sill I to 3ft LW., and 12ft HWST. Used by coasters and small steamers. Convenience for shipping coals.

Charges .- Same as Ayr.

Officials.—Clerk, Wm. Murray; Harb. Master, John Davidson. Hotels.—"Queen's" and "King's Arms."

GLANDORE, Co. Cork. Lat. 51° 33' N: long. 9° 5' W. No Harb. Auth. D. LW., 13ft.

GLASGOW, Lanark. On the Clyde. Lat. 55° 52′ 10″ N; long.
4° 15′ 51″ W. Pop. 730,000. Auth. Clyde Navigation Trustees. P. C. THW. f. and c th 9m; OSp, rise 11st 2in; ON, rise 9ft 2in; extreme R. of T. within the last two years 21ft 4in; duration of flood tide OST. 1880, 5h 44m; duration of ebb tide OST. Is8o, 6h 35m; velocity of flood tide at Elderslie 5 miles from Glasgow Bridge OST. 1½ statute miles, ¼ tide; velocity of ebb tide at Elderslie OST. 1½ statute miles, ¼ tide. D. on bar in the river channel varies from about 13ft. in Glasgow Lower Harb. to 16ft at Port Glasgow OLWST. W. prev. are from SW., and together with NW. are the most dangerous. SW. winds generally cause high tides in the river, and E. winds and frost, low tides, often to the extent of several ft higher or lower than the preceding tide.

Rys. Cal., City of Glasgow Joint (N.B. & G. & S.W.), Glasgow and Paisley Joint (Cal. & G. & S.W.), G. & S.W., and N.B. Tr.—I. Grain flour, timber, sugar, sulphur, hides, ores, oil, seeds, beef, pork cheese, iron, &c. ; E. Cotton, linen, woollen and jute manufactures,

iron, copper, machinery, chemicals, coal, &c. LV. entering the Clyde 23ft dft. Glasgow is the chief port, and first commercial manufacturing city of Scotland. Its manufactures are unequalled for variety by any town of the United Kingdom, excepting London; it is the largest shipbuilding port in the world. Accn. The property of the Clyde Trustees is as follows: -Total length of quayage of harbs. and docks 10,624 lin. yds; area of water space 153f acres; area of quays, roads, sheds, &c., 73½ acres; area of sheds 27 acres; area of timber yards, 17 acres; total area of lands, including quays, roads, yards, works, and properties belonging to the Trustees, but excluding all water space, about 230 acres. Kingston dock, a tidal basin, 5} acres of water area, entrance, 60st wide, general depth, 23 to 24st at HWOST., total length of quayage, 830 yds; quay space covers about 3\frac{9}{2} acres, and is provided with goods sheds, portable steam cranes, and railway connections; the entrance is spanned by a swing bridge, opened and shut by steam power. Queen's Dock, a tidal basin or dock, having an outer basin 1,000ft long by 695st at the widest part, a north basin, 1,866st long by 270st wide, and a south basin, 1,647st long by 230st wide, with a quay between, 195st broad; entrance 100st wide; total water area 33\frac{3}{4} acres; general depth from 27 to 30st at HW.; quay space, about 271 acres; total length of quayage, 3,334yds. The north quay is reserved for coal and mineral traffic, and is provided with four 19-ton hydraulic cranes, two 35cwt. portable hydraulic cranes, and two 3-ton and two 5-ton portable steam cranes. The quay is provided with lines of rails in connection with the N.B. and Cal. Rys., and there are 21 hydraulic capstans for working the wagons at the cranes. The west quay is provided with a 30-cwt. portable hydraulic crane, and the centre quay with a 15-ton steam crane; the south and centre quays have goods sheds 60ft wide, and include several enclosed portions for transit purposes, searchers' offices, &c., the whole covering an area of nearly 7½ acres; the dock entrance is spanned by a swing bridge worked by hydraulic power; it connects the north-west and south quays, and carries road and railway traffic, the lines of rails extending all round the docks. The hydraulic power is provided by two pumping engines, one of 75 and one of 100-horse power, supplied by steam from four boilers and an accumulator, giving a pressure of 700lb per square inch in the mains. There are a customs, watch-house, dock master's and superintendent's offices, &c., and several 30-ton weighing machines for cart and wagon traffic are also erected on the quays; the quays and sheds are lighted with gas, and a water main is laid along the breast of the quays for water supply to vessels, and for fire extinguishing purposes. The area of water-space in Glasgow Upper Harb., opposite the quay, which is only on one side, and 505yds long, is about 14 acres, the depth near to the face of the quay being from 15 to 17st at HW. The Lower Harb. has a water area of about 100 acres opposite the quays, and a depth of 24 to 27st at HWOST. The total length of quays is 5,955yds. During the last 20 years the quays and wharves of the Lower Harb. have been extended down the river a distance of 1,512yds on the north side, and 525 lyds on the south side. The quay space, amounting to about 39} acres, is provided with goods' sheds, lines of rail in connection with the Cal. and N.B. Rys., a 60-ton and a 75-ton steam crane, two 75-ton weighing machines, several 30-ton, 20-ton and 15-ton weighing machines for cart and railway traffic. The quays and roadways are causewayed, lighted with gas, and are provided with water supply for vessels, water troughs, drinking fountains, closet ranges, protection fencing, waiting-rooms at passenger wharves, and ferry landings; numerous warehouses, &c. Several canals connected with the port. Graving Docks, &c.:—

0	ft.	ST. ft. 5-8	NT.	Aitken & Manse
2	ft.		ft.	Aitken & Manse
44	18 55° 55°	81-145 115 19	7-13 91 16	Clyde Trust. Do. D.W. Hender- son & Co.
	12	12 18	19 18 19	11 18 19 16

Cessnock Dock, in course of construction, will have an area of

381 acres, and quayage of 3,786 lin. yds frontage.

Charges.—River rates. Rates on vessels crossing from the Forth and Cart Junction Canal to the river Cart 6d and 9d. Rates for swinging buoys 1d reg. ton. River and harb, rates, in or out 1½d per ton for coastwise vessels, and 4d per ton for foreign. Rates or use of planks 1/ per week, and rhones 1/ per week and 1d for every wagon loaded. Rates on animals and carriages shipped or unshipped in river or at harb, vary from ½d to 1/6. Rates on goods 3d to 2/.

Pilotage.-District. Between Glasgow and Greenock. pilots licensed by the board consist of two classes, viz :- River pilots licensed to pilot vessels between Glasgow and Greenock, and deep-sea pilots licensed to pilot vessels between Greenock and the Island of Little Cumbrae, including vessels proceeding outwards from Port Glasgow or inwards to Port Glasgow. In the case of steamers making trial trips to adjust their compasses or for other such casual purposes, the owners, or persons in charge of such steamers, are entitled to take either river pilots, or, when going from Port Glasgow or Greenock, deep-sea pilots, in their option. From Greenock, or off Greenock, or the Tail of the Bank, to Glasgow; or from Glasgow to Greenock, or off Greenock, or the Tail of the Bank, including the unmooring of the ship, for all vessels under 10st dft. 1/6; vessels with 10st dft. and under 12st 2/; vessels with 12ft dft. and not exceeding 15ft 2/6. All vessels exceeding 15ft. dft. 3' foot. Vessels to and from Bowling Bay or Dumbarton are charged at two-thirds of these rates; and vessels from Renfrew or Dalmuir to Greenock or Port Glasgow, or from these two ports to Dalmuir or Renfrew, are charged the same rates as from Glasgow. Odd inches are charged in proportion. From Glasgow to Renfrew From any place betwixt the Cumbrae and Cloch and vice versa 51. Lights to Greenock or Port Glasgow, including mooring the ship or waiting the tide, 13d ton. From a line drawn between the Cloch light and Dunoon pier to Port Glasgow, or to any intermediate place 4d ton. The same for like distances outwards. Fractional tonnage charged in proportion. From Greenock, or off Greenock, to Garelochhead, and vice versa, including detention in swinging the vessel d ton, but no pilot is obliged to pilot a vessel to

the Garelochhead and back for a less sum than 15/ each way. For every day the pilot is kept on board after the compasses are adjusted he is entitled to charge 7/6. For piloting vessels up or down the Leven, to or from Dumbarton, the pilots are not entitled to charge more than 4/ in addition to the rate for piloting such vessels on the Clyde, and 4/ for each additional tide he may be detained after the first. Any pilot, whether deep-sea or river, who may be detained at the request of the owner or person in charge of the vessel, after his duties as pilot have been completed, in addition to receiving his provisions, is to be paid 7/6 per day, and so in proportion for any lesser period. No differential rates are recoverable in respect of foreign vessels. Shifting vessels in hub, under 500 tons 7 6; 500 tons and upwards 10/. All vessels to and from Renfrew, Paisley Water, and Dalmuir, are charged the same as a shift, but if required to go more than once for the same vessel, the pilot to be paid for expenses every time after the first 2/6; attending launch 15/; an l per tide detention 5/. Bowling and Dumbarion the same rates as to and from Greenock. Pilotage.—All vessels under 100 tons reg. 5/; all vessels over 100 tons and under 500, 7/6; all vessels of 500 tons and upwards 10/; and per tide detention 5/. Steam vessels, when in the river, to remain as they are. All vessels towed to be allowed one-fifth of the full rates. Frial trips.—All vessels from 500 to 1,000 tons reg., per ton reg. 13d, and for every additional 100 tons 5/, and for detention over 24 hours, per day 7/6. Gareloch Rate to remain as it is, but when a pilot is kept on board after compasses are adjusted he is entitled to 7/6 per day. Vessels under 500 tons reg. going on a trial trip £3. Detention money is charged only after the actual commencement of the service for which the pilot is engaged.

Towage.—Shifting Vessels. In harb. or towing to or from slip 20; to or from Partick slip or docks 30/; in harb. or to slip under 1,000 reg. tons net 30/; in harb. or to slip above 1,000 tons and under 2,000 40/; in harb. or to slip above 2,000 and under 3,000, 60/ each tug; larger in proportion. In Port Glasgow 40/ each tug. Vessels for Glasgow towed from sea to Greenock or Port Glasgow, and stopping there to discharge cargo 1/ ton to Glasgow; or, at the option of the owner, the rate from s-a and river towage, according to the light draught. River rates, reg. ton:—

	1	From G	reenock	to	1 . :		w to
Vessels' draught of water at the Broomielaw, according to Pilot's certificate.	Port Glangow.	Dumbarton or Bowling.	Paisley Water or Renfrew.	Glasgow.	Renfrew or Paistey Water,	Bowling or Dumbarton.	PortGlasgow or Greenock
	d.	d.	d.	d.	d.	d.	d.
Under 10 feet	3	4	6	7	3	4	7
10 to 11 .,	3	4	6	74	3	4	74
11 ,, 12 ,	3	5	7	8	3	5	8
12 ,, 13 ,,	3	5	7	84	3	5	84
13 ,, 15 ,,	3	6	8	9	3	6	9
15 ,, 17 ,,	3	6	8	91	3	6	91
17 ,, 19 ,,	3	7	9	10	3	7	10
19 ,, 20 ,, 20 and upwards	3	8	9	11	3	7 8	101

Deep-sea Towage according to the distance towed, in addition

to the river rates; if any transfer of the work is made after the vessel is towed in, from Bowling to Dumbarton, or vice versa, 3d Vessels outward bound from Glasgow or Bowling, if towed beyond the Tail of the Bank, as follows:-

			Tail of Ba	nk to			
Vessels' Reg. Tonnage.	Cloch. Point of Toward, or	Small Cum- braes or Garroch-head.	Lamlash.	Ailsa Craig.	Sanda or Corswall.	Mull of Kintyre or Port Patrick.	Rathlin or Mull of Galloway.
,, 300 ,, 400 ,, ,, 400 ,, 500 ,, ,, 500 ,, 600 ,, ,, 600 ,, 700 ,, ,, 700 ,, 800 ,,	3 10 5 1 4 0 6 1 4 10 7	0 7 0 0 0 7 10 10 0 8 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1		13 0 14 0 14 10 15 0 15 10 16 10 17 10 18 10	16 10 17 10 18 10 19 10	£ s. 18 0 19 0 20 0 21 0 22 10 23 10 25 0 26 0	£ s. 23 0 24 0 25 0 26 0 27 10 28 10 30 0 31 0 32 0

Larger £1 each 100 tons additional; Innistrahull and St. John's Point £10 in addition to Rathlin rates. Scows from Greenock to Glasgow and vice versa 6d ton; and between Bowling and Greenock 4d ton. All boats or wherries under 10 tons 5/. (See also "Greenock.")

Officials.—Sec. to Clyde Trustees, T. R. Mackenzie; Dock and Harb. Master, Capt. R. White; Coll. of H.M. Cust., J. Scott; Lloyd's Surv., W. T. Mumford, S. Lapthorne, and J. Purdie.

The River Clyde, beyond Port Glasgow, is under the jurisdiction

of the Clyde Lighthouse Trust.

GLASGOW PORT.—See Port Glasgow.

GLASSON DOOK.—See Lancaster.

GLENARM, Co. Antrim, Ireland. Lat. 54° 57' N; long. 5° 57' W. Nearest Ry. Station, Larne. Auth. The Eglinton Chemical Co., Ld., of Glasgow. Pier 220st long. D. 14ft to 19ft at HWOT. Area of harb. 7 acres. No dues, Berthage 36oft on N. side and 261st on W. side. Used by Eglinton vessels only, except by permission of the official, Walter Jameson. There is a jetty with 90st frontage belonging to the Antrim Iron Ore Co., D. 16 to 18it. HWOT. Official for Jetty, F. Gendall. Most dangerous winds N., but harb. is well protected, except that vessels cannot lie alongside jetty with wind NW. or round by N. & E. to SE. The trade of the port amounts to 150,000 tons per year.

No Dues.—Used by ve sels shipping lime.

Official.—Gen. Man., W. Donald. Hotel.—"Antrim Arms," Glenarm.

GLENCAPLE.—See Dumfries.

GLENGAPLE.—See Dumines. • GLENGARIFF HARBOUR, Co. Cork, Ireland. Lat. 51° 45' N; long. 9° 34' W. Harb. THW. f. and c. will accommodate vessels drawing up to 25ft.

4h om. GLOUCESTER.—See Sharpness.

GOOLE, Yorkshire. On the right bank of the Ouse, 27 miles above Hull; most inland port on E. coast. Lat. 53° 40' N; long. o° 52' W. Pop. 15,000. Auth. Aire and Calder Nav.

(which extends to the principal inland towns of Yorkshire and Lancashire and the coalfields), under statutes I Geo. IV., c. 39, and 9 Geo. IV, c. 98. P.C. THW. 7h 26m; Sp. rise 14st; R. of N. 10st. Vessels of 17st to 18 at dst. frequent the port at ST., and those of 13 at to 15st at NT. Rys. L. & Y. and N.E. Tr.—I. Timber. dyewood, grain, seed, olive oil, hemp, flax, iron, fruit, sugar, &c.; E. Coal, stone, machinery, earthenware, cotton and manufactured

Name.	Length.	Width.	Quay- age.	Depth HWST.
	ft.	ſt.	ft.	ft.
Aldam Docks	466	378	1,548	22
			1.800	21
Parge Dock There are hoists for hauling up iron be	arges fille	150 d with 40	tons of	
There are hoists for hauling up iron be and tipping the coal into v	urges fille	d with 40	tons of	
There are hoists for hauling up iron be and tipping the coal into v Harbour Dock (with Timber Pond, 614ft× 322ft)	essels in 1	d with 40	tons of	
There are hoists for hauling up iron be and tipping the coal into w Harbour Dock (with Timber Pond, 614ftx 322ft) Branch Dock, No. 1	essels in 1 260 280	d with 40 this dock. 210	tons of	coal
There are hoists for hauling up iron be and tipping the coal into v Harbour Dock (with Timber Pond, 614ft× 322ft) Branch Dock, No. 1 Railway Dock	essels in 1 260 280 620	d with 40 this dock.	780	coal 21
There are hoists for hauling up iron be and tipping the coal into v Harbour Dock (with Timber Pond, 614ft× 322ft)	arges fille essels in 1 260 280 620 700	d with 40 this dock. 210 77	780 627	21 21

of 200 tons. A canal or dock for inland craft is provided, measuring 300ft x 151ft with a water area of one acre. Length of quayage 750ft. There are also timber ponds, of one, two, and three acres respectively.

Spacious sheds. Direct inland navigation with Midland districts.

Extensive bonding warehouses and cellarage.

Charges. - Duck dues 2d to 9d; vessels under 50 tons 5/ each. No dues on vessels coming or going through the Aire and Calder Nav. Harb. dues. Usual Humber dues, viz.—Whitton light dues 4d for every complete 10 tons of reg. ton. Buoyage, under 30 tons, 2/6, and 6d for every complete 10 tons additional reg. ton. Anchorage from 1/ from 20 to 44 tons, to 2/6 for 200 tons and

upwards. Ouse improvement tolls Id reg. ton.
Pilotage.—District. Into and out of the Port of Goole, and upon any part of the Humber between the said port and a certain part of Hull Roads. Rates per foot. For all ships and vessels, laden or light, piloted inwards from Hull Roads in the Humber, or from any part of the river above Hull Roads; or outwards from Goole, or upon any part of the Humber below Goole to Hull Roads as follows:—Vessels of not less than 10ft draught, 1/9 per foot; of 10ft draught and upwards, 2/. For all ships and vessels, laden or light, piloted from Hull or from Hull Roads to any place below Oysterness or Ferriby Sluice, in the river 1/, and so in proportion for half a foot. For all ships and vessels, laden or light, piloted from Oysterness or Ferriby Sluice to Hull or to Hull Roads 1/6, and so in proportion for half a foot. All ships and vessels piloted from or to Oysterness or Ferriby Sluice pay, in addition to the above rates, the sum of 5/ per day for the detention of any pilot on board. Ships and vessels not drawing so much as 6ft deemed and considered as drawing 6st and pay accordingly. NOTE. - For a fractional part of a foot, being not less than half a foot, a proportional rate.

Towage.—Hull to Goole: Loaded vessels 6d; light vessels 41d reg. ton each way. Through Goole Reach: vessels drawing above 9st, 10/; vessels drawing 7st and under 9st, 7/6; smaller vessels 5/. Other distances as per agreement.

Officials.—Gen. Man. and Eng., W. H. Bartholomew; Harb. Master and Supt. of Graving Dock, W. J. Bowman; Resid. Agent of Trus. of Aire & Calder Nav. Co., W. E. Grayburn; Coll. of H.M. Cust., Alex. Scott.

Hotel. -- Principal hotel, the "Lowther."

GOREY .- See Channel Islands.

GOSPORT -See Portsmouth.

GOURDON, Kincardineshire. Lat. 56° 48' N; long. 2° 19' W. THW. f. and c. 3h om. Auth. Owner, James Farquhar, Esq., of Hallgreen. A small tidal harbour, dry at LW., with 15 t. at HWST. Quayage of 100ft. A lifeboat station.

Charges .- 1 d per ton.

Officials .- Agent, Patrick Dickson, of Laurencekirk, N.B.; Harb. Master, Jas. Moir. Hotel.—"The Commercial."

GOUROOK, Renfrew, Scotland. Lat. 55° 58' N; long. 4° 30' W. A small harb. on the River Clyde, Lat. 55° 58' N; long. belonging to the Caledonian Ry. Co.

Official.-James Thompson, Gen. Manager, Glasgow.

GRANGEMOUTH, Stirling. At the entrance of the Forth and Clyde Canal. Let. 56° 6′ N; long. 3° 49′ W. Pop. 5,000. Auth. Cal. Ry. Co., under Act, 1867. P. NC. THW. 1. and c. 2h 10m. D. at New Dock entrance 24ft when full. W. prev. are E. and W. Most dangerous are NW. gales. Rys. Cal. and N.B. Tr.—Large general I. and E. LV. sailing 1,499 tons; steamer 1,450 reg. ton. Docks, &c.:—

Name.	Area.	Depth of Water on Sill OHW.
Old Docks	acres,	ft.
New Dock Entrance Lock	20	24
Timber Basin Grangemouth Dry Dock	24	2

No vessel can enter at LW. of ST. Quayage space 3,217 lin. ft in New Dock ; quayage wall outside of entrance lock 583 lin. ft ; two timber jetties in dock 40ft long each. The average depth of River Carron is 22ft below HW. mark of OST. Total area of docks about 28 acres. Hydraulic and other cranes, hydraulic elevators, extensive shed and wharf Accn., and every modern appliance. Large timber ponds about 24 acres.

Charges. - Harbour, wharf, basin, and lamp dues.

Pilotage.-The harb. of Grangemouth and the pilotage limits for which the Cal. Ry. Co. are constituted the Pilotage Authority, includes all the docks, basins, locks, cuts, entrances, quays, and other works belonging to and authorised to be constructed by that Co. at Grangemouth, together with the portion of the river Carron specified in the Cal. Ry. (Grangemouth Harb.) Act, 1876, and the banks thereof, and the portion of the river Forth opposite the junction of the river Carron therewith, and extending for a distance of half a mile westward and two miles eastward from such junction. Table of Rates. - Maximum rates of pilotage. The rates of pilotage for every vessel piloted into or out of the harbour of Grange-mouth shall be as follows:—

SAILING VESSELS.		Per foot of the draught of wa- ter of the vessel at the time of entering or leaving the har- bour.		
For vessels under 100 tons register ,, of 100 tons and under 200 tons register ,, of 200 ,, 300 ,, 300 ,,	. 0	1 1 2	360	
STEAM VESSELS.	Vess	achSt el in-	bre	
Under 200 tons register	. 0	10 12 15 17 0	6 0 6	

EXTRA ATTENDANCE.

For extra attendance not exceeding 12 hours, when requested by Ship Ma-ters (other than piloting), 3s.

Officials.—Gen. Man. Cal. Ry., J. Thompson; Harb. and Dock Master, Capt. J. Pollock; Coll. of Dock and Harb. dues, C. Bibb; Coll. of H.M. Cust., James Russell.

GRANTON, Edinburgh. On Fir h of Forth. Lat. 55° 59' N; long. 3° 15' W. Pop. 1,000. Auth. H.G. Duke of Buccleuch and Queensbury, K.T., under Statute William IV., c. 15, and Act 5 Vict., 1842. P.NC. THW. f. and c. 2h 20m; Sp. rise 16ft; N. rise 12½ft; R. of N. 9ft. D. at LWST. in harb. 13ft. There is no bar. W, prev. blow from a SW. direction, and the NE. are most dangerous, but, as the water to seaward of the harb. is not particularly deep, and the Island of Inchkeith forms a breakwater, in that direction at a distance of between 4 and 5 miles, affording partial shelter, the sea is never so high as to prevent vessels entering the harb. Rys. Cal. and N.B. Tr. - I. Timber, iron, grain, esparto, pavement, cement, china clay, rosin, turpentine, bottles, bark, and live stock; E. Coal, iron, oil, machinery, castings, and general merchand:se. LV. Cousins Arbib, 1,647 tons; Haverton, 1,645 These ships are the largest which have arrived at the port with full cargoes. The Seamew, 765 reg. tons, is the larg st vessel which has come to a discharging berth at LW. of OST. with a general cargo. Accn. There are no docks. The total area of the harb. (which is forme I by two breakwaters, E. 2,840ft, and W. 2,987ft) is 129 acres, measured at HW., whereof 77 acres lie W. of the pier and 52 acres to E. Both the W. and E. breakwaters are carried into 13ft at LW. of ST., and the entrance between the heads is 340st wide. A pier 200st wide runs out between the breakwaters for about 1,700ft. Hawthorn's Patent Slip, which can take vessels up to 1,400 reg. tons. is 260ft long, 40ft wide, with 13ft at ST., and 8ft at NT. There is good cranage accn., and every requisite of a first-class port. There are six coal tips, each loading about 110 tons per hour.

Charges.—Tonnage dues 2d to 9d reg. ton. Rates and dues as per schedule.

Pilotage.—District not defined. Rates. Same as Leith.

Towage.—As per agreement.

Officials.—Gen. Supt. of Harb., J. Howkins, C.E.; Coll. of H.M. Cust., A. J. W. Cameron.

GRAVESEND, Kent. On the S. side of River Thames. 20 miles SE. from London, and opposite Tilbury Docks. Vessels wait here for tide to come up to London. THW. f. and c. Ih 10m.

GT. GRIMSBY.—See Grimsby.

GT. WESTERN DOCKS, Millbay.—See Plymouth.

GT. YARMOUTH.—See Yarmouth.

GREENFIELD, River Dee. 3 miles above Mostyn (see Chester).

GREENHITHE, River Thames. Ry. N.K. There is a pier at this place, used by vessels loading lime.

GREENOCK, Renfrew. On the Firth of Clyde. Lat. 55° 57' N; long. 4° 44' W. Pop. 77,000. Auth. Harbour Trust, under the Greenock Harbours Acts, 1866 and 1880. P. NC. THW. oh 8m; Sp. rise 10ft; N. rise 8\frac{1}{2}ft. W. prev. NW. to SW. Rys. G. & S.W. and Cal. Tr.—I. Sugar, timber, grain, cotton, hemp, iron, oil, fish; E. Refined sugar, coal, iron, and machinery. LV. Largest vessels afloat, 32ft sill. James Watt Dock only dock with gates on river. Accn. There is every accn. for shipping, hydraulic cranes, warehouses, &c.

Harbs.: Old Works:---

			Quay	Dimensions.					pt.		
Name.	Water Area	Quay Area	Inside	Out- side	E. side	W. side	N. side	S. side	HW.	LW.	
West East India Victoria Albert	74 61 51	21,822 25,404 20,466	ft. 3,410 2,660 1,870 2,750	1,200	180 440 550	150 550	800 1,040 400	1,250	20	14	Dry to 12ft.

New Works:—Garvel Basin (tidal): quays, 2,480ft; depth along south-west pier, 35ft HW. for 600ft. James Watt Wet Dock: 32ft on sill; 2,000ft long by 300 to 350ft wide; central jetty; length of quays 6,400ft; grain stores. Great Harbour (tidal): 3,230ft long by 600ft wide, 35ft deep HW. when completed. The Greenock docks and piers are approached direct from the deep channel of the Frith. The new works present the feature of an 'always affoat' dock, hitherto unknown on the Clyde; the James Watt Docks eastern and western entrances being closed by

Kinipple's caissons, and keeping in 32ft water at ordinary spring tides. Crane power up to 70 tons. Graving Docks, &c.:—

Name.	Length.	Width.	Depth of sill OHW.
West Graving Dock East ditto Garvel ditto Caird's ditto Scott's ditto Patent Slip	ft. in. 220 9 360 7 635 0 238 0 360 0	ft. in. 33 11 38 0 60 6 45 0 48 0 40 0	ft. in. 9 9 11 10 20 0 13 0 14 6

Charges.—Harb. rates. Foreign, divided into 6 classes, from 4d to 1/1 per ton covering in and out. River craft, coasting vessels, steam, for repairs, &c., in distress, exceptional, time, miscellaneous rates. Trimming charges, 2d to 6d ton. Rates on goods, sugar 10d, grain and flour 5d.

Pilotage.—District. Between Greenock and the Island of Little Cumbrae, including vessels proceeding outwards from and inwards to Port Glasgow. Rates. See Glasgow. P. NC.

Towage.— From Greenock to—(or vice versal).

Vessels' reg. tonnage	Tail of Bank	3	Point of Toward	or Rothesay Bay.	Small Cumbraes or Garroch-head,	Laminsh.		Pladda.	Ailsa Craig.	Sanda or	Mull of Kintyre	or Port Patrick,	Kathiin.
Not ex. 200 tons	£ 5	2	s. 6				s. 6			6	s. 6	s. £	s.
Ab. 200 not ex. 300 .			15 6	5		11	0 1				10 21	0 20	0
11 300 1, 400 .	100000		0 7	10		12	10 14			20	0 23	0 28	0
11 400 1, 500 .	4 4	5	to B			13	0 14	IO	17 10	21	0.24	0 29	0
11 500 ,, 600 .				TO		14			18 10		0 25	10 30	10
,, 600 ,, 700 .			0 9			15	0 10		19 10		0 26	10 31	
11 700 11 800 .		1	0 10			16		10		24	0 28	0 33	
,, 800 ,, 900.		9	OIL			17	- 1	to		25	0 29	0 34	0
,, goo ,, I,ooo .	.182	010	0 12	10	15	81.0	OI	10	23 6	20	0 30	0/35	0

Larger, £1 per 100 tons additional. Innistrahull and St. John's Point £10 in addition to Rathlin rates. Light vessels from Greenock to Ardrossan and Troon, to load:—

	sels'	i	From Greenock to						From Tail of Bank to						
Reg. T	onna	ge.	An	iros	san.	T	rooi	n.	Aı	dro	ssan	•	1	ľro	on.
			£	5.	d.	1 6	s.	d.	L	s.	d.	ı	£	s,	d,
Not ex. 100	tons		4	10	0	5	10	0	4	10	0		5	0	0
Ab. 100 & n	ot ex.	150	5	0	0	5	10	0	. 5	0	0		5	10	0
,, 150 ,,	,	200	5	10	0	6	0	0	5	10	0		6	0	0
,, 200 ,,		250	6	0	0	6	10	0	6	0	U		6	10	0
,, 250 ,,		300	6	10	0	7	10	0	6	10	0	:	7	0	۰
,, 300 ,,		400	7	10	0	8	10	0	7	0	0		7	10	0
400 ,,		500	ġ	0	0	10	0	0	8	0	0		3	10	0
,, 500 ,,		600	10	0	0	111	0	0	8	10	0	•	9	0	0
,, 600 ,,		700	11	0	0	12	0	0	8	10	0		9	10	0
,, 700 ,,		800	12	10	•	13	10	o !	9	10	0		11	۰	0
,, 8oo ,,		900 i	13	10	0	14	10	0	10	10	0		11	10	0
,, 900	_	000,	14	10	0	15	10	0	11	10	0		12	10	0

Larger, £1 for every 100 tons.

Officials.—Gen. Man. and Sec., T. Wilson; Traffic Man., J. MacCunn; Coll. of Harb. dues, D. Darroch; Harb. and Dock Master, J. Baillie; Coll. of H.M. Cust., T. Charlton.

The River Clyde is under the jurisdiction of the Clyde Lighthouse Trust.

Hotels .- "Tontine" and "White Hart."

GREENORE, Louth, Ireland. Lat. 54° 1′ 55" N; long. 6° 7′ 52" W. Auth. L. & N.W. under the Dundalk, Newry, and Greenore Ry. Co.'s Acts of Parliament of 1863, 1867, 1869, and 1873. Accn. Area about 5 acres. D. 13 to 17ft at LW. Chiefly used by the L. & N.W. Ry. Co.'s boats carrying cargo and passengers.

GREENWICH, River Thames. Port of London. 5 miles below London Bridge on S. side.

Official.—Sec., S. Reay, Euston, London.

GREER'S QUAY, Co. Louth, Ireland. Lat. 54° 5' N; long. 6° 10' W. Nearest railway station, Omeath, one mile distant. THW. f. and e. 12h om. Auth. Owner, A. F. Campbell, Esq., J P., of Warrenpoint. W. prev. SW. A tidal harb. with a pier 300ft long, dry at LW. and with 15ft HWST. Used by coasters of about 75 tons reg.

Charges.-Dock dues 2d per ton.

Official. - Harb. Master, Matthew Woods.

GREYSTONES, Co. Wicklow, Ireland. Lat 53° 8′ N; long. 6° 5′ W. A small place, with a pier belonging to the Grand Jury of Co. Wicklow. No dues.

Official.—Sec., E. N. Wynne, Wicklow.

GRIMSBY, Lincolnshire. On the Humber, 6 miles above Spurn Point. Lat. 53° 32′ N.; long. 0° 5′ W. Pop. 28,500. Auth. M.S. & L. Ry. Co. P. C. THW. f. and c. 5h 36m Sp. rise 19½ft.; N. rise 15½ft. W. prev. SW. to NW.; the most favourable for vessels entering the port are from NE. to SE. Rys. M.S. & L. and G.N. Tr.—I Timber, iron, cotton, grain, seed, tar, oil, hemp, sugar, fruit, and general goods. E. Coal, salt, machinery, Manchester and other Midland goods, earthenware, cotton, &c. LV. Sailing ship Bates Family, 2,153 tons, and the steamer Germania, 2,123 tons reg. Accn.:—

	•	Length of	Width of	Depth of water on sill.				
Name	Area.	Length of lock.	lock.	HWOST	HWONT.			
Royal Dock	acres.	ft. in. 300 large 200 sma·l	ft. in.	ft. in. 26 o	ft. in.			
Union Alexandra	11 48	230 O	45 °	18 o	i			
Old Fish	12 11	{ 140 large { 100 small	30 large 20 small	{ 20 large 18 small 20 6	13 6 { 16 large { 13.6 small 16 o			
	Wid	th of entrance	39 0		İ			

Graving Docks, &c.:-

Name	Name. Length On		Wi	ck at	Depth of water on sill.				
rvanic.	dock.	blocks.	top.	bottom	entrance	HWC	ST.	HWONT'	
No. 1	ft. 400 400	ft. 350 143	ft. 87 50 30	ft. 48	ft. 70 30	ft. 20 18	in. 6 6	ft. in. 16 o 14 o	
Patent Slip Gridiron	321 220			25 50		26 26	0	22 0 22 0	

Extensive warehouse accommodation. Fish landing stage. Foreign animals' wharf. Cranes and other appliances worked by hydraulic machinery.

Charges.-Pilotage.—District. Into and out of the port or upon the Humber below Grimsby, and so far out to sea as to bring the Northness of Dimlington to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of the New Sand; and also along the coast northward hereof to the Northness of Dimlington southward to Donna Nook. Rates, per foot. From or to the distance at sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to or from the Grimsby Docks 3/6. From or to the distance at sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the floating light vessel, at the entrance of the river Humber, to or from the Grimsby docks 2/6. From or to the said New Sand Buoy, or the floating light vessel at the entrance of the river Humber, to the eastward of the point where the Spurn High Lighthouse bears north-east, to or from the Grimsby docks 2/2. From or to the Spurn High Lighthouse bearing north-east, to or from the Grimsby docks 2/2 foot. For the fractional part of a foot, not less than half a foot, a proportionate rate. For intermediate distances, a proportionate rate. Sh ps and vessels in billast pay two thirds of the above rate. Ships and vessels employed in the coasting trade, whether laden or in ballast, pay one-half the above rate. Ships and vessels drawing less than six ft pay for six ft. New Holland. Rates for all ships and vessels piloted from New Holland, and upon any part of the Humber between New Holland and Kingston-upon-Hull, and vice versa, 6d foot dft. For the fractional part of a foot, not less than half a foot, a proportionate rate. Ships and vessels in ballast pay two-thirds of the above rate. Ships and vessels employed in the coasting trade, whether laden or in ballast, pay one half the above rate. Ships and vessels drawing less than six it pay for six it.

Towage.—As per agreement.

Officials.—Gen. Man. M.S. & L. Ry. Co., W. Pollitt; Port Master, W. Alford Green; Principal Dock Master, Capt. Jewitt; Coll. of Cust., A. Richardson. The river Humber is under the jurisdiction of the Humber Conservancy.

GUARDBRIDGE or Eden Water, Fiseshire, a creek of St. Andrews. D. HWST. oft.

GUERNSEY .- See Channel Islands.

GWEEK, a creek of Port of Falmouth. D. HWST. 14h. HWNT, 10ft

HAMOAZE. - See Plymouth.

HARRINGTON, Cumberland. Lat. 54° 37' N; long. 3° 34' W.
A small port 5 miles N. of Whitehaven. A station on the Whitehaven & Penrith Ry. Auth. The Harbour Board. Accn. Area of inner Harbour 21 acres; quayage, 1250 ft. Dry at LW., 17ft HWST. Used by vessels of up to 800 tons, entering at S. tides. THW. f. and c. 11h 15m. Crane power to 10 tons.

Charges.—6d per reg. ton.

Official.—Harb. Master, James Douglas. Hotel.—"Station."

Dimensions

Name.

HARTLAND. Devonshire. Lat. 51° 2′ N; long. 4° 30′ W.

A small harb., dry at LW., accommodating one
vessel of 75 tons. Owned by Sir G. Stuckley, Bart., of Moreton,
Bideford. Dry at LW, 18ft HWST. THW. f. and c. 5h 56m. HARTLEPOOL, West, and HARTLEPOOL, Durham. Lat. 54° 41′ N;

long. 1° 11' W. Pop. 54,000. Auth. All the inner harb. and dock works in the Port of Hartlepool belong to the N.E. Ry. Co. The outer harb, is under the jurisdiction of the Harb, Comm. D. at entrance to harb. about 12st OST. THW. 3h 28m; Sp. rise 16st; N. rise 12st. W. prev. are W., but the most dangerous are from N. to E. Ry. N.E. Tr.—I. Cattle, timber, grain, general. LV. at any time of tide, sailing 1,996 tons, steamer 2,424 tons; LV. at LWST., 1,556 tons. Accn.:—

Area S Quay De pth. HWNT.

	about.	about.	田乡	age.	nwsi.	
Central Dock North Basin South ,, There are	t, rooft × 6 roft 540ft × 240ft 450ft × 220ft two powerful sl f 30 tons' power	3 ,, 2 ,, neer legs,	6oft 6oft lifting	1,390ft 900ft 80 tons e	26ft 21ft 6in ach, and o	22ft 22ft 17ft 6in ne
Union Dock Timber ,, Jackson ,,	•	8 acres 2 ,,	6oft 5oft 6oft	1,600ft 1,900ft 2,680 [°] t	26 t 21 ft 21 ft 6 in to 26 ft	22ft 17ft 17ft 6in to 22ft
Coal Dock Victoria ., There are 17 s	staiths, eac h 100	8 acres 19 ,, o to 200 to om 2 to 10	ns. C	2,270ft 4,680ft Franes of	21st 6in various po	17ft 6in wers,
Swanson Dock	Cranes fr				21ft 6in	17ft 6in

Fleet of powerful tugs, owned by Dock Co.

At the various quays vessels can load and discharge at all times of the tide. Very extensive warehouses and every accn. cf a first-class port. Graving Docks, & c.:-

Owner.	Name.	Length	Breadth.	н. т	r.
Owner.	Name.	Length	breadin.	Sp.	N.
·		ft.	ft.	ft.	ft.
'W. Gray & Sons	Jackson	355	59	142	114
D ₀	Swainson	330	50	151	12
R. Irvine & Co		315	47	15	11
N.E. Ry. (Public)	Dry Dock	550	50 60	19.	15
Do. do	Gridiron	150	(60	83	51/2

Charges.—Dock and harb. rates vary from 2d to 1/ per ton. Tolls on cattle, wood, and other goods 1d per ton. Police, hospital, lifeboat, and ballast 1/- per ton. Wharfage. Harbourage.

Pilotage. - District. The Bay of Hartlepool, inside an imaginary line drawn from Black Hall Rocks, about three miles north of Hartlepool, to a point about two miles south of the mouth of the river Tees. Rates, per foot. For every British ship or other vessel piloted and conducted within the Hartlepool Pilotage District 1/6, except coasting vessels and vessels trading between the Elbe and Brest, both inclusive, which from April 1 to October 1, pay at the rate of 1/3. The Commrs. may charge vessels above 400 tons reg. 1d ton on such excess of reg. ton. over and above that number of tons both inwards and outwards, but this excess does not apply to vessels simply changing ports within the district. Vessels moving from harb. to docks or vice versa, not ex. 50 tons 2/6; ex. 50 and not ex. 200, 5/; ex. 200 and not ex. 400, 7/6; ex. 400, 10/. From and to each harb. within the port of Hartlepool:—When any vessel requires to change harbours in the port, the pilotage dues from and after April I to October I, both inclusive, out of Hartlepool docks or harb. at the rate of 71d foot, and into West Hartlepool docks or harb. the same rate; from and after October 1 to April 1 in the following year, both inclusive, out of Hartlepool docks or harb, 9d foot; into West Hartlepool Docks or harb, the same rate, and these dues are payable by vessels changing from the docks or harb. of West Hartlepool to the docks or harb. of Hartlepool.

Towage.—(East or West). 1 de per ton.

Officials.—Man. for N.E. Ry. Co., John Bland; Colls., J Taylor and J. Sanderson; Goods Agents, C. Learman and J. Porritt; Dock Masters, Capt. W. Watson and John Marshall; Staith and Ballast Master, G. Hodgson; Coll. of H.M. Cust., W. R. Staveley. HARTLEY, Northumberland. Four miles N. of N Shields.

Ry. Blythe & Tyne. Harb. capable of accom-

modating vessels of 200 to 300 tons, but not now used.

HARWICH, Essex. At the SE. extremity of the estuary of the

river Stour. Lat. 51° 56' N; long. 1° 17' E. Pop. 7,842. Auth. Harbour Conservancy Board. Owners of quays and piers, G.E. Ry. Co. P. NC. THW. 12h. 6m; Sp. rise 11½ft; N. rise 9½ft; D. There is no bar; the depth of LW. at harb. entrance is variable, but vessels of 16ft draught enter at LW. W. prev. E. to SE. in winter; SW. to NW. in summer. Ry. G. E. Tr.—I. Coal, timber, grain, eggs, butter, cheese, fruit, vegetables, cattle, horses, and every description of general merchandise; E. Cement, stone, general goods, and horses. LV. The harb. is used by vessels from all parts of the world. Accn. The barb. is formed by the broad estuaries of the Orwell and the Stour. entrance is between ast one breakwater which runs about 1,500ft out, and a groyne and wooden breakwater at Landguard Point, on the Suffolk shore. Depth of water in harb. 30st LWST., 27st NT. Parkeston Quay, erected by the G.E. Ry. Co., is a free quay within the port of Harwich. By discharging at this quay vessels altogether escape the payment of any dock landing or quay dues. The quay is 1,800st long, with a depth of water at LT. of 16st, and HT. 27st 6in. It can be approached at all times. Daily (Sundays excepted) passenger and goods service to and from Antwerp and Rotterdam by G.E. Ry. Co.'s fast steamers, bi-weekly ditto to Hamburg by G.S.N. Co.'s steamers, also bi-weekly to and from Esbjerg, Denmark, by steamers of the United S.S. Co. of Copenhagen. Railway trucks run alongside berths. Berthage space for seven steamers, well fitted with hydraulic cranes, capstans, and machinery of the most approved modern type. Extensive warehouse and cattle accn. The quay, &c., is lighted by electric light. Large hotel on quay. There is a patent slip (Vaux's) 140ft long, 35ft wide, with 12ft at OST, and oft at NT. At the entrance of the harb, just opposite Harwich, is the Felixstowe dock with a depth of 23st at LW. Loading and discharging are done by steam cranes of from 11 to 6 tons. No dock dues beyond the Harwich harb, dues,

Charges.—Harb dues 1d per ton, on all steamers and vessels (but vessels making 10 payments, and steamers making 20 payments per annum are afterwards exempt) and on all other vessels, and cargo vessels, not being steamers in ballast 1d per ton.

Quay dues.

Pilotage.-District. To and from the Wallet, Hoseley Bay, or the Sunk Light, into and out of Harwich Harb., and up the river Stour to Manningtree, and vice versi. Rates. From sea or Orfordness to Harwich Harb., under 10ft 42/, 10 to 13ft 63/, 13ft and upwards 84/; from the Rolling Grounds to Harwich under 10ft 21/, 10 to 13ft 31/6, 13ft and upwards 42/; from Harwich Harb. to sea or Orfordness, under 10ft 31/6, 10 to 13ft 42/; 13ft and upwards 63/; from Harwich Harb. to the Rolling Grounds, twothirds of the above. For the river Stour :- From an imaginary straight line, drawn from Shotley Point Martello Tower to the tall chimney of the Harwich Cement Works, to Wrabness, and vice versa 1/3 per keel; from Wrabness to Mistley and back, inclusive, 3/ per keel; from Mistley to Manningtree, and vice versa 1/ per

Towage. - As per agreement.

Officials.—Gen. Man. G.E. Ry., W. Birt; Continental Traffic Man., F. Gooday; Clerk to Harb. Board, R. S. Barnes; Harb. Master, W. Murray; Marine Supt. G.E. Ry., D. Howard; Coll. and Surv. H.M. Cust., G. W. Carr.

Hotels .- "Great Eastern," "Three Cups," "Pier," and

"White Hawk.

HASTINGS, Sussex. An Act to construct a harbour at Hastings, passed third reading on June 9th, 1890.

Hastings, passed third reading on June 9th, 1890.

HAVERFORD WEST, on the Cleddy, near Milford. D.

HWST. 10tt, N. 4ft.

HAUXLEY, Northumberland. Lat. 55° 19' N; long. 1° 35' W.

No harb, auth. Dry LW. THW. f. and c. 3h 5m.

HAYLE, Cornwall. Lat. 50° 11' 30" N; long. 5° 26 W; 3 miles

SE. of St. Ives. Auth. Owners, Messrs. Harvey &

Co., of Hayle. THW. f. and c. 4h 58m, same as Cork. W,

prev. W. D. Dry at LW. Depth of water alongside quay same

as on old dock sill at Liverpool. Accn. Length of quays about a mile. Steam power to lift 30 tons. Steam cranes for discharging coal. There is a gridiron for ships 150ft × 40ft. There is also a shipbuilding yard, and a factory where engines of the largest class are constructed and repaired. A lifeboat station. Ry. The G.W. main line passes through the town with branches to the quays.

Charges .- Harb. dues, 1/6; buoyage, 3/ each vessel; no tonnage dues.

Pilotage.—Foreign: Less than 10st, 2/ per foot; 10 to 12st, 2/6; 12 to 14st, 3/; 14 to 16st, 3/6; 16 and upwards 4/. Coasting: Under 100 tons 5/ per vessel, above 100 tons 3/d per ton. If towed one-fourth less. There is a tug-boat, The North Star.

Officials.—Harb. Master, John Symons; Coll. Henry Thomas,

Harb. Office.

Hotel.—" White Hart," proprietor, Henry Carah. HEACHAM, a creek of King's Lynn, in the Wash.

HEBRIDES, or Western Islands, W. coast Scotland. Lat. between 55° 20' and 58° 30' N; long. between 5° 0' and 8° 0' W. The extent of the group (comprising about 300 islands) covers an area of about 180 miles by 30. Principal islands are Lewis and the small adjacent islands belonging to Rossshire. Harris (S. part of Lewis) N & S Uist, Benbecula, Skye, Barra, Eig, and the small adjacent i lands belonging to Invernesshire. Rum, Muck, Canna, Tiree, Mull, Lismore, Staffa, Luing, Scarba, Colonsay, Oransay, Jura, Isla, Gigha, Cara. &c., belonging to the Co. of Argyle. Bute, Arran, Cumbraes, Inchmarnock, and the Islands lying within the Frith of Clyde, belonging to Buteshire. Total area about 3 000 square miles. Population about 100,000.

Yo kshire. A small Harb. on the Humber, 4 miles below Hull. Auth. HEDON HAVEN, Yo kshire. Commissioners, by statute 20th May, 1774. W. prev. SW. Used

by vessels of up to 100 tons.

Official.—Clerk, James Watsor, HELEN, ST.—See St. Helen.

HELFORD RIVER, Cornwall. About 1 mile from the sea. The river discharges into a haven deep

enough for vessels of 200 tons—and about a mile wide.

HELIERS, ST., Jersey.—See Channel Islands.

HELMSDALE, Sutherland, Scotland. Lat. 58° 6′ N; long. 3° 39' W. Auth. Harb. trustees, under new Accn. For vessels up to 145 tons. D. 2 ft. and c. 11h 32m. W. prev. W. to SW., provisional order. THW. at f. and c. 11h 32m. LW.

dangerous SE. to SW. Officials .- Chairman, D. McLean; Clerk and Treasurer, J. Hill. HERM ISLAND, a small Island in the Channel Island Group,

opposite Guernsey.

HERNE BAY, Kent, an open beach and watering place.

HESKETH BANK, a creek of Fleetwood.

HIGHBRIDGE. - See Bridgwater.

HOLLAND, a creek of Harwich.
HOLLAND, NEW, Lincolnshire. Opposite Hull. See Grimsby. HOLLESLEY, Suffolk, near Orfordness. THW. at f. and c.

HOLM, Orkneys, Auth. Commrs. of Piers and Harbours in the Co. of Orkney, under Act, 1872. W. prev. and most dangerous SE. and SW. Accn. Stone pier 3,000ft; 2ft 9in LWST., 12ft 9in HWST., 4ft 9in LWNT., 10ft 9in HWNT.

Official.—Clerk, J. Macrae, Kirkwall.

HOLYHEAD, N. Wales. Lat. 53° 18′ 14″ N; long. 4° 37′ 1″ W.

Pop. 8, 500. Auth. Board of Trade (Inner Port of Old Harb., L. & N.W. Ry. Co.) P. C. THW. 10h 11m; Sp. rise 16ft; N. rise 12½ft. D. at entrance at LWM., New Harb. 9 fathoms, in Old Harb. 17ft. W. SW. most prev., NW. to NE. most at the harb. 18 least protested at these points. dangerous, as the harb. is least protected at these points. Ry. L. & Vessels usually load and discharge for the undermentioned ports:—In the Albert and William Wright Docks: For New York, Boston, Bombay, Trieste, Cronstadt, Odessa, Gothenburg, Riga, Stockholm, Marseilles, Reval, Lisbon, &c. Humber Dock: For Amsterdam, Rotterdam, Hamburg, Antwerp, Harlingen, and Newcastle. Railway Dock: For Bergen, Copenhagen, Danzig, Drontheim, Stettin. Prince's Dock: For Bremen, Hamburg, Rotterdam, Rouen, Bordeaux, London, Leith, Dundee, Grangemouth, Aberdeen, Ipswich. Queen's Dock: For Abo, Wassa, Wyberg, Boston, London. Victoria Dock: For vessels engaged in the timber, seed, guano, and nitrate of soda trades. The St. Andrew's Dock is chiefly used for the fishing trade. Steam and hydraulic cranes:—

			Steam and nythathe clanes.
No	Tons.		
11	5	Hydraulic	No. 1 Timber Pond.
16	20	Steam Coaling	S. side Railway Dock.
41	20	,, ,,	W.,, Humber,
21	15		N. " Railway "
		,,	N. ,, Albert ,,
36	30		Nt. Winterio
26 26 23	45	Hydraulic	No. 1 Timber Pond.
	5		l a.
29	. 5	Steam	No. 2
32	15	Hydraulic Coaling	N. side Albert Dock.
33	20	Steam ,,t.	N. ,, ,,
34	20	,, ,,	N. ,, ,,
35 36	3	Hydraulic	S. ,, ,, ,,
36	20	Steam Coaling	S. , Victoria Dock. Foreign
•		_	Cattle Depôts.
38	2	Hydraulic	S. ,, Queen's Dock.
40	3 5	Steam	W. ", Victoria ,,
42	25	,, Coaling,	S Albert Dock, 2 Steam
7-	-,	,, coming.	Tips; 2 Hoists; Foreign
			Cattle Depôts.
		C	S.W., Victoria Dock.
43	10	Steam	
43 46	25	Hydraulic	N., Wm. Wright Dock.
7	1:	to the above the Com	have enclusive of most

In addition to the above, the Company have exclusive of movable cranes, 128 fixed power and hand cranes, the lifting capacity of which varies from one to ten tons, and also sheer legs on N. side of Albert Dock, lifting up to 80 tons. Railway Lines and Sidings:—The Hull Dock Co.'s Railway lines and sidings are in connection with the N.E., the L. & Y., the M., the M.S. & L., and other railways. Warehouses:—

Storage capacity for grain and seed, after deducting 15 to 20 per cent.

		for sp	ace los	st in storage.
No.	Dock.	Úrs. *	Ors.	No. Dock. Qrs. Qrs.
2	Queen's	6,020	-	15 Victoria 12,276
3	,,	5,186		16 ,, 6,555
4	,,	875	_	31,837
			2,081	17 Albert 18,386
E	Prince's	3,685		19 ,, 8,219
7	"	16,945		20 ,,
		2	0,630	21 ,, 18,939
8	Railway	22,201		24 ,, 4,306
11	,,	6,050		25 ,,
12	**	27,339		26 ,, 25,408
13	"	8,423		28 Wm. Wright 42,000
		6	4,013	29 ,, 42,000
9	Humber	2,614		35 Albert 21,579
10	**	2,615		206,200
			5,229	
• •	Victoria			Total Ore 340 000

14 Victoria 13 006

Deal yard accn. at the Victoria Dock 193, 300 sq yds; at the Queen's Dock 19,000 sq yds. Also the Company possess a considerable quantity of land available for temporary stowage of wood at the Railway, Albert, and William Wright Docks. Timber

pond accn. 38a 2r 36p. Other storage accn. With a view of developing the importation of grain and seed from America, India, and the colonies, the Company have constructed a despatch shed, covering nearly an acre of quay space on the S. side of the Albert Dock, with railway lines through and outside the same, and provided with movable hydraulic cranes capable of working with great rapidity. Quay and shed space:—Extensive quay accn. exists at each dock, and numerous sheds. Guano warehouses:—

No. 1, Victoria Dock, 5,321; No. 30, ditto, 3,375; No. 31, ditto, 17,912; No. 32, ditto, 10,500 tons—total, 37,108 tons.

Foreign cattle depôts:—Accn. for general storage of goods, 15,000 tons. Victoria Docks have accn. for 350 oxen, and 2,500

sheep. Albert Docks have accn. for 283 oxen, and 630 sheep.

Owner.	Length.	Breadth.	Lifting power.
Bailey & Leetham Earle & Co. No. 1	ft. 300 750 700 750 800	ft. 22 36 37 36 40	tons. 2,000 1,600 1,800 2,000 2,500

Hull & Barnsley Co.'s Alexandra Dock, on the north side of the river Humber; water space 46 acres, depth of water in dock HWST. 341st. Area of quays 160 acres, length of quays 2 miles. Length of entrance lock 550st, width 85st. Depth of water on sill 34st HWOST., 28st HWONT., 18st LWONT., 12st LWOST. There is good anchorage in 40st at LW. in the roadstead opposite the entrance. The lock gates are opened by hydraulic power, and ships can be passed in and out at all times with expedition. Graving docks :---

	l :	Len	gth.	-	Widt	h.		Depth of ter on Sill.
Owner.	Name.	From Gates to Head.	On Blocks.	Of Entrance.	At Top.	At Bottom.	sr.	NT.
Old Dock Co	No. 1 Grav. Dock		ft. 460 400	50	ft. 85 100	ft. 61 50	ft. 21 18	ft. 15
	! ,	Len	gth.	Brea	dth.	He of T	ight ides.	Acen.
Lengfield & Ward B. B. Scatt McCann's	Dry Dock	11	t. 63 22 84	36 36 23	5_	ft. 14 13		(Vessels
Hull & Barnsley	No. 1	Ĭ	00	60		. 19	13	of 1,600 reg. ton.
Westerman	Dry Dock	1.	50 45	65 37		21 } 14 }	91	(reg. ton.
Gibson Hull Cen, Dock Co. Hunt & Fowler	Union Dry Dock S. E. Dry Dock	3	70 [4 [0 20	33 48 42 39	1	14 14 20 13	8 9 14 7	
G. W. Brown	,,	14	to	27	,	: 91	31	

Charges.—Dock rates vary from 1d to 1/4½ ton. Wharfage rates on all goods passing over quays. Trimming charges (coal). Buoyage, 100 tons 6/6 less 10°/0, every additional 10 tons, 6d less 10°/0. Anchorage 1/ to 2/6 vessel, according to size. Jettage 1/6 to 7/ vessel. Rates on goods.

Pilotage.—District. Into and out of the port of Kingston-upon-Hull and of the port of Great Grimsby, and upon any part of the river Humber below Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of the New Sand; and also along the coast northward to the Northness of Dimlington, and southward to Donna Nook. Rates per foot. From or to the distance at sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to or from Hawke Roads or Grimsby Roads 2/6, Whitebooth Roads 3/6, the port of Kingston-upon-Hull 5/; from or to the distance at sea where Kilnsea North Cliff bears westnorth-west to the north of the New Sand buoy, or the floating light vessel, at the entrance of the river Humber, to or from Hawke Roads or Grimsby Roads 1/6, Whitebooth Roads 2/6, the port of Kingston-upon-Hull 4/; from or to the said New Sand buoy or the floating light vessel at the entrance of the river Humber, to the eastward of the point where the Spurn High Lighthouse bears north-east to or from Hawke Roads or Grimsby Roads 1/, Whitebooth Roads 2/, the port of Kingston-upon-Hull 3/6; from or to the Spurn High Lighthouse, bearing north-east to or from Hawke Roads or Grimsby Roads 1/, Whitebooth Roads 2/, the port of Kingston-upon-Hull 3/6; from or to the Hawke Roads, the buoy of the Burcome or Grimshy Roads to or from Whitebooth Roads 1/6, the port of Kingston-upon-Hull 2/6; from or to Whitebooth Roads to or from the port of Kingston-upon-Hull 1/6. For a fractional part of a foot, not less than half a foot, a proportionate rate. For intermediate distances a proportionate rate. Ships and vessels in ballast pay only two-thirds of the above rates. Ships and vessels employed in the coasting trade, whether laden or in ballast, pay one-half of the above rates. Ships and vessels drawing less than 6ft pay for 6ft.

Towage.—As per agreement.

Officials.—Old Dock Co., Gen. Man. and Sec., E. H. Garbett; Principal Dock Master, Capt. H. Robinson; Supt. Wharfinger, II. Best. Hull & Barnsley Railway & Dock Co., Gen. Man., V. W. Hill; Sec., I. Daniell; Coll. of H.M. Cust., E. P. Bishopp Smith; Lloyd's Surv., J. McNeil; Lloyd's Engineer, Jas. Trines. The River Humber is under the jurisdiction of the Humber Conservancy. E. Wilson, Sol. Clerk.

Hotels.—"Royal Station," "Vittoria," "Imperial," and

HYTHE, Kent. One of the Cinque Ports. The harb. is choked up. A lifeboat station.

HYTHE, Essex. River Colne. Auth. Commrs., under the Colchester Navigation Act, 10 and 11 Vict., c. 181. Accn. A quay 1,485st with D. 2st LW. Used by vessels up to 60 tons.

Official.—Clerk, H. S. Goody, Colchester.

IKEN.—See Aldeborough.

ILFRACOMBE, Devonshire. Lat. 51° 13' N; long. 4° 7' 30" W. Rys. Barnstable & North Devon, L.S. W.,

and G.W. THW. f. and c. 6h om. Auth. Receiver of Court of Chancery, under Acts of Parliament and Prov. Order, and the Pier and Harb. Confirmation Act, 1870, No. 1. Accn. Inner harb. has area of about 6 acres, and the outer harb. an area of 4 acres. Dry at LWST. Vessels drawing 20ft enter at HWST., and drawing 14st HWNT. Quayage 600st. Also a low water jetty, 5st LWST., much used by excursion steamers. Crane power to 3 tons. Entrance dries at LW. W. prev. SE. to SW.

Charges. - Windbound 1d per ton, coasting 2d, foreign ports 4d.

Pilotage. - By agreement.

Official.—Harb. Master, J. C. Dennis. Hotels. — "Ilfracombe," "Royal Britannia," "Royal,"

"Clarence," &c.

INCHARD LOCH, Sutherlandshire. Lat. 58° 27' N; long. 5° 7' W. A small land-locked basin, used as an anchorage by fishing boats.

INCHYRA, a creek of Perth. D. HWST. 14st, HWNT. 8st. Official.-Harb. Master, J. Manby.

INNISLYRE, Co. Mayo. A deep and spacious anchorage in Westport Harb., Clew Bay. Vessels are discharged afloat in 20ft to 22ft water. THW. f. and c. 5h 2m.

Official.—J. Read, Sec. to Westport Harb. Commrs.

INVERARY, Argyllshire. Loch Fyne. Lat. 56° 40′ N; long. 5° 0′ W. Nearest railway station, Dalmaly, 16 miles off. Auth. Town Council, under the Royal Charter of the Burgh. Accn. An anchorage, with a pier, used by steamers and vessels of about 70 tons. D. 16ft LW. and 24ft HWST. THW. f. and c. 12h om.

Charges.—According to tonnage.

Officials .- Town Clerk, A. Henderson; Harb. Master, J. McVicar.

INVERGORDON, Ross-shire, Scotland. Lat. 57° 43' N; long. 4° 15' W. THW. f. and c. 11h 30m. Auth. Owner, Capt. Macleod, of Cadboll, under Act 7 Geo. IV., c 43.

Accn. Tidal harb, dry at LW., formed by a pier 700st. long, carried out into 10st at LW, and 23st at HWST. Crane power to 3 tons. Used by vessels of up to 1,400 tons.

Charges. - Various, from 100 to 300 tons 4d per ton.

Officials.—Factor, J. Young; Harb. Master, A. Annandale.

Hotel. - The "Commercial.

INVERKEITHING, Fife. Lat. 56° 2' N; long. 3° 26' W. Auth. Town Council, under Crown harter. Ry. N. B. Accn. 90 acres; dries at LW., with about Charter. Ry. N. B. 9 to 10ft at HWST. Quayage about 1,000ft, land-locked. Used by sailing vessels and steamers of light draught. THW. f. and c. 2h 37m. Patent slipway. LV. Steamers of 1,000 tons built here have left the harbour light.

Charges.—According to table in charge of the harb. master.
Official.—Town Clerk, H. Grigor; Harb. Master, John Clark.

INVERNESS, Inverness-shire. On the Ness, about I mile above its confluence with the Moray Firth and at

the NE. end of the Caledonian Canal. Lat. 57° 28' N; long. 4° 13

W. Pop. 17,366. Auth. Harbour Trust, under statute 9 July, 1847, and Provisional Order 27 June, 1883. P. NC. THW. f. and c. at Kessock Pier, oh 18m; Sp. rise 12ft; N. rise 9\frac{1}{2}ft; R. of N. 7ft. D. on bar about 6ft at LWST. W. The harb is so situated that no wind is dangerous. Ry. H. Tr.—I. Grain, guano, timber, tar, bones, coal, lime, iron. slates; E. Herrings, pitprops, sleepers, staves, timber, turnips, potatoes, and grain. LV. 688 tons, at LWST. 30 tons. Accn. The area of the harb., formed by the lower reach of the river Ness, is about 3 acres, and there are about 800 vards of quayage space. Depth at Old Harb. ST. rise 13ft to 14ft; NT. 10ft to 11ft; at New Quay (Thornbush) ST. 17ft to 18t; NI. rise 13ft to 14ft.

Charges.—Dues 11d ton; dues on ballast 2d ton.

Pilotage.—District. One section is licensed for the extent of the jurisdiction of the port authorities. Rates. Vessels under 50 tons 4/ in, and the same out, and 1d ton additional for every ton over 50 tons.

Towage.—2/6 per horse from sea to Thornbush; and if stopped at Thornbush for one tide, then from Thornbush to Old Harbour 2/6 per horse. Direct from sea to Old Harbour 3/ per horse.

Officials.—Clerks to Trust, A. P. and R. Hay, Solicitors; Ry. Man., A. Dougall; Harb. Mast., Capt. W. Morrison; Coll. of Harb. Dues, G. Munro; Coll. of H.M. Cust., S. Massy.

IPSWICH, Suffolk. On the Orwell, about 11 miles from the sea. Lat. 53° 35' N; long. 0° 4' E. Pop. 57,000. Auth. Dock Commission, under Statutes 45 Geo. III., c. 101, I Vic., c. 74, 15 Vic., c. 116, and 40 and 41 Vic., c. 216, P. N.C. THW. f. and c. oh 35m; Sp. rise 131/st at Ipswich Dock. D. Between the entrance lock and Pin Mill Reach there is a depth of water in the river channel of 211ft at OST and 181ft at ONT. In Pin Mill Reach there are iron screw moorings and buoys for lightening with 22ft at LWST. W. prev. SW. to W.; no wind can be considered actually dangerous within the port limits. Ry. G.E. Tr.-I. Grain, cheese, timber, seeds, coal, wines and spirits; E. Iron, machinery, phosphates, agricultural implements, grain, patent manures, bricks, oil, roots, &c. LV. Harvestoe, 1,372 reg. ton. Accn. The area of the port is the whole of the estuary of the river Orwell above an imaginary line drawn between Shotley Point and Fagborough Cliff (the limits of the jurisdiction of the Harwich Harb. Conservancy Board), including therein a large floating dock. The area of the dock, which is approached by an entrance lock 300ft long, 50ft wide, is about 29\frac{1}{2} acres. Depth on sill at mean HWST. 23\frac{1}{2}\f The dock takes vessels of 171st dft. Within the floating dock there are 1,150yds of walled public quay, 300yds of the same unwalled, and with earth slope, 400yds of the Commissioners' and private quays, and 300yds of the Commissioners' ballast quay. On the E. bank of the river there is a timber quay. Outside the dock there are 1,000yds of walled tidal quay, used by vessels up to about 200 tons burthen, and 1,500yds of dwarf tidal quay on the frontages of roadways not used for trade. There are also tidal quays at Bournebridge Creek, at Pin Mill, Chelmondiston, and at Levington Creek. For ships and boats the present depth of the channel at Mulberry Middle, Downham Reach, is 221/st and in Cliff Reach 211/st at HWST. The depth of the dock over 15 acres at HWST.

level varies from 171ft to 21ft. Crane power to 25 tons. Slips, &c. : —

				Depth	Height	of sides
Name.	Owner.	Length.	Width.	on Sill, OHW.	S.	N
Gridiron	Orvis & Fuller	ft. 240	n.	ft.	ft.	ft.
Patent Slip	Bayley Orvis & Fuller	132 100	30 e can be	lengthen	8 8 ed to 140	5 t.) ⁵ }

Charges.—Import and export rates on goods. Wharfage 2d ton

on customary dead weight.

Pilotage. - District. From Ipswich quays to Harwich Harb. and vice versá. Rates per foot. From the dock entrance to Downham Reach, or vice versa, for every sloop or vessel with one mast 1/; for every other vessel with two or more masts 1/3; from Downham Reach to Levington Creek, or vice versa, for every ship or vessel 6d; from Levington Creek to Harwich Harb., or vice versa, for every ship or vessel 6d; for every ship or vessel 6d; for every vessel coming inwards from Harwich Harb. to Downham Reach 1/; for every vessel outward bound from Downham Reach to Harwich Harb. 1/.

Towage.—Small vessels:-

	F	ror	n Ip	wich	to					!	Br	idg	e.	P	ıntl	es s.	Lev C	ring reel	ton k.	Ha	rwi	ch.
Vessels		••		• • • • •	_												£			£		
																0				0		
	50		60		• •	•••	٠.	٠.	• • •	٠.		12					1	0	-	1		0
,,	60	,,	70	,,	٠.						0	14	0	٥	18	0	1	3	0	1	6	0
,,	70	,,	80	,,							0	16	0	1	0	0	1	6	0	1	10	0
,,	80	,,	90	,,		٠.					0	13	0	1	2	0	1	9	0	1	13	0
,,	မှာ	,,	100	,,				٠.			I	0	0	I	4	0	I	12	0	1	17	0

On t	he n	iver C	rwei	1:

	From Ipswich	to	Dov R	nh		P	in m	ill.	Le (ree	ton k.	На	rwi	ch.
Vessels fr	om 100 to 110	tons	2	5.	d.	£,	s. 8	d.		Ç s.		کے	5.	d.
,,	110 ,, 120	,,	1	4	ō	1	10	ŏ		18	ō.		-	ŏ
**	120 ,, 130	,,	1 I	Ġ	0	1	12	0	2	1	0	2	ĕ	ō
,,	130 ,, 140	,,	I	8	۰ '	1	15	0	2	6	0	2	12	0
٠,	140 ,, 150	,,	1	10	0	I	18	0	2	10	0	2	16	0
**	150,, 160	,,	. 1	12	ο.	2	0	0	2	13	0	3	0	0
**	160,, 170	,,	I	14	0	2	2	0	2	16	0	3	4	0
**	170,, 180	,,		16	0 '	2	5	0	2	19	0	3	8	0
**	180,, 190	,,	1	18	0	2	8	0	3	2	0	3	12	0
	190 ,. 200	,,	2	0	0	2	12	0	1 3	- 5	0	3	16	۰

Officials .-- Clerks to the Dock Com., Messrs. Long & Casley; Engineer, Thos. Miller; Harb. and Dock Master, E. Garwood; Coll. of Rates, E. H. Drummond; Assist. Coll., F. Page; Dock Traffic Supt., E. Hughes; Supt. of H. M. Cust., J. Hedges; Lloyd's Surv., E. Robertson. Hotels.—"Great White Horse," "Golden Lion," "Crown

and Anchor," &c.

IRVINE, Ayrshire. On the coast, between Troon and Ardrossan. Lat. 53° 37' N; long. 4° 41' W. Pop. 8 520.

Auth. Harbour Trust, under Irvine Harb. Act, 1873. P. NC.

THW. f. and c. 11h 50m; Sp. rise 10ft; N. rise 8ft. D. on bar at LW. about 4ft; at HWST. 13ft to 14ft; N. 11ft W. prev. SW. The harb. is safe for vessels in any wind. Ry. G. & S. W. Tr.—I. Limestone, salt, grain, timber; E. Coal, pig iron, and chemical products. LV. 830 reg. tons. Accn. The area of the harb. is about 43,444 yards; of this area 31,752 yards have a depth from about 3ft to an average of about 7ft at LW. There are no docks. The length of the quay space is 1,665ft, having a depth alongside of from 7ft to 11ft. LWST. There are steam hoists, cranes, &c.

Charges .- Harb. dues, 3d per reg. ton; ballast 4d and 8d

per ton; goods 2d to 6d per ton, Pilotage. 11d per reg. ton.

Towage.—(Compulsory.) 2d reg. ton. Officials.—Sec., J. Dickie; Harb. Mast., M. Boyd; Dep. Harb. Mast., D. McCallum; Coll., J. Maclean; Ry. Supt., J. McKend. IRELETH, a creek under port of Lancaster. An open beach.
D. 10ft HWST., 4ft HWNT.

ISLAY, a creek under port of Greenock.

ISLE OF MAN. In the Irish Sea, 26 miles W. of England between St. Bee's Head and the Point of Ayre, 15% miles S. of Scotland between Burrow Head and the same Point, 271 miles E. of Ireland between the point W. of South Rock and Contrary Head, and 39 miles N. of Wales between Llanhana Head, Anglesea, and the Calf. Extreme length 324 statute miles, breadth about 11½ statute miles. Contains about 180,000 statute acres. Lat. 54° 18′ N; long. 4° 32′ W. Auth. Harbour Commissioners. Tr.—1. Spirits, wines, colonial produce and manufactured goods; E. Fish, agricultural produce, lead ore, paper, linen, sailcloth, &c. Accn. The principal ports of the island are:—(a) Douglas. Pop. 19,000. Formed by the outlet of Douglas river. The inner harb, is covered in and defended by a north-eastern pier 1731 yards long and 131 to 30 yards broad. Is well quayed for about ½ mile. There is also a transverse jetty. Area of harb, about 11 acres, nearly all dry at LW. The bottom is principally gravel over marl. As a rule, vessels drawing 13ft can enter at ST., and those drawing 9ft at N. In the outer harb. are two deep-water landing piers, one extending ESE. 1,300ft., the other NNE. 700ft. Depth of water alongside at LWOST. 12ft. Depth of water at entrance at OST. about 30%. No bar. The Harb. Commissioners are at present lengthening the Victoria Pier to 450ft, a red buoy being placed 100ft ahead of the works whilst in progress. W. prev. S. and W., but they do not affect the harb., which is open to winds from E. to SE. only. LV. which has ever entered harb. was of about 1,500 tons burthen. THW. f. and c. Douglas Bar 11h 12m; OST. rise 2011t; N. rise 16ft. Charges: Harb. dues 3d per ton on all goods landed; windbound dd per ton; vessels not landing cargo and not landing or embarking passengers 2d per ton. (b) Peel. A tidal harb, formed by the outlet of the river Neb; is defended eastward by a pier extending in a NNE. 1 E. direction for 100 yards, continued inwards for 300 yards, and northward by a pier extending NE. 200ft. Area 5 acres. Vessels drawing 12ft to 14ft can enter on ST., and those drawing 8ft to 10ft on N. W. S., and W. most prev.; harb. open to NE. LV. which has entered the port, a steamer of 663 tons reg. THW, f. and c. 11h 8m; equi. Sp. rise 20 ft; ord. Sp. rise 181ft; N. rise 142ft Charges same as Douglas. (c)

Port St. Mary. A tidal harb., covered by a pier extending out for about a cable in a N. direction, and by an outer pier 1,000ft. long, extending in the same direction and terminating in 10ft water LWST. The harb. is quayed at the head and upon the W. side, and the passage into it between the pier head and the ledges from the shore is about 200st wide. Area about 2 acres, over a bottom of mud and Vessels of 12st to 13st dst. can enter on ST., and those of 8 to 9ft on N. W. prev. S. and W.; harb. affected by SE. to E. winds. LV., 200 tons reg. THW. f. and c. 11h 10m; ord. Sp. rise 22st; N. 18st. Charges same as Douglas. (d) Castletown (On C. Bay). A swing bridge divides this harb, into an inner and outer harb. The inner basin has an area of about 2 acres, the available width of entrance being 26st. Vessels drawing 12st can enter the outer harb. on ST., and those of 7ft on N. Depth at entrance to bay varies from 5 to 13 fathoms. THW. f. and c. 11h ST. rise 20st; N. rise 16st. Charges same as Douglas. (e) Ramsey Harbour. Formed by the outlets of the river Sulby; defended at entrance by two parallel piers. En. 50 yards wide. Vessels drawing 16ft may reach the quay on average ST., and those of 9ft on N. W. prev. S. and W. Harb. open to E. THW. in Ramsey Bay 11h. 12m; ST. rise 203st; N. 16st. 600 yards south of the harb, entrance is an iron landing pier extending in an easterly direction 2,100st, terminating in 12st of water at LWST. Charges as at Douglas.

Officials. - Harb. Masters: C. B. Quane, Douglas; J. Morrison, Peel; H. Coole, Port Erin (see Port Erin); T. Qualtrough, Port St. Mary; J. Kewish, Castletown; T. Bryden, Ramsey.

ISLE OF WHITHORN.—See Whithorn.

ITCHENOR, a creek under port of Littlehampton. D. HWST. 14st, HWNT. 10st.

Official.—Principal Customs Officer, J. Wiltshire.

JARROW, on the River Tyne. The Mercantile Dry Dock, recently constructed, has a breadth of 73st. Entrance 60st. Length 350st. Depth of water on sill HWST. 21st.

JERSEY.—See Channel Islands

JOHNSHAVEN, Kincardineshire, Scotland. Lat. 56° 47 N; long. 2° 21' W. Ry. N.B. THW. f. and c. ih 30m. Auth. Owner, Hercules Scott, Esq., of Brotherton, Johnshaven, N.B., under Prov. Orders 1871 and 1882. W. prev. W. and NSW. and most dangerous SE. Accn. Outer harb. about \$ of an acre, inner harb. \$ an acre. D. Dry at LW., from 5 to 12ft at HW. Good garages. HW. Good quayage.

Charges.—3d per ton reg. Ballast 6d per ton, taking in or discharging. Master paying cartage over and above ballast dues.

Windbound vessels 11d per ton.

Pilotage.—NC., as per agreement.

Officials .- Harb. Master, Wm. Low; Berthing Master, J. Douglas.

Hotels.—" Anchor" and "Ship."

KAMES BAY, I. of Bute. Lat. 55° 53′ N; long. 5° 3′ W. Frequented by yachts in the season. Good holding ground at moderate depths.

KATERLINE, Kincardineshire, Scot. Lat. 56° 33′ N; long. 2° 14′ W. A small harb., dry at LW. THW. f. and c. 1h 15m.

KEADBY, on an outlet from the river Don, nav. into the Trent. M.S. and L. Ry. Man., W. Pollett. D. HWST. 22ft, HWNT. 15ft.

KEILLS, Argyllshire. Lat. 55° 47' N; long. 5° 40' W. There is a good anchorage in 5 fms.

KEISS, Caithness, Scot. Near Noss Head. A small fishing harb, belonging to Mr. F. T. Barry, of Keiss. There are no dues.

KELTON, a creek of Dumfries, under the river Nith Commissioners. Dues same as Dumfries.

KEMMAES. - See Cemmaes.

KENMARE RIVER, between Cos. Cork and Kerry, contains Ardmore, Ballycrovane, Bunaw, Kill-makilloge, Kenunare, Ormond, and Dunkerrow Harbours. Kenmare, lat. 51° 34′ N; long. 9° 35′ W, has a tidal pier, the property of the Grand Jury, Co. Kerry, used by a weekly steamer from Cork and by coasting vessels. THW. f. and c. 3h 52m.

Official.—S. Goodwin, Co. Surveyor, Killarney.

KENNETPANS, Clackmannan, on N. bank Frith of Forth, 26 miles above Queen's Ferry. Lat. 55° N; long. 3° 49' W. Used by steamers shipping coals of the Clack-mannan Coal Co. D. HWST, 18ft, HWNT, 14ft. THW. f. and c. 10h om. Steam cranes. Vessels up to 1,000 tons lie on soft mud 7ft to 9ft deep.

Official.-Harb. Master, G. Proctor.

Charges .- Id per ton reg.

KESSINGLAND, fishing village near Lowestoft.

KIDWELLY, Carmarthenshire, 9 miles S. from Llanelly. W. prev. SW. Accn. A pier with about 6ft at LW. Tr.-E. Coal, tinplate, iron, and bricks.

Official.-Town Clerk, D. C. Edwards.

KILKEEL, Co. Down, a fishing village. Lat. 54° 4' N : long. 6° o' W. D. HWST, 13ft, HWNT, 8ft.

Official .- Harb. Master, T. Grills.

KILLALA, Co. Mayo. Lat. 54° 13′ 55" N; long. 9° 11′ 45" W. There is a pier, alongside which vessels drawing 9ft lie. KILLARROW. - See Bowmore.

KILLEANEY BAY, Inishmore Island, Arran Islands, Galway.

Lat. 53° 6' 56" N; long. 9° 37' 45" W.

There is a small pier with D. 10ft at HWST., alongside,

KILLIBEGS, Co. Donegal. Lat. 54° 34'8" N; long. 8° 27' 23" W. Auth. Grand Jury, Co. Donegal. Accn. Any vessel can enter at all times.

KILLOUGH, Co. Down, Ireland. Lat. 54° 15' N; long. 5° 36' W. THW. f. and c. 11h om. Ry. Belfast & Co. Down to Downpatrick, which is 5 miles distant. Auth. Owner, Viscount Bangor, under a grant made to Sir Robert Ward, 23 Charles II. Accn. Area 200 statute acres. D. on bar 13 fathoms HW. Pier about 180 yards long, dry at LW., with 14ft HWST. and 9ft HWNT. No crane power. LV. has been one of 218 tons. Harb, safe and commodious, either for quayage or anchorage.

Charges.—Anchorage: vessels under 50 tons, 2/2; 100 tons, 2/8½; 150 tons, 3/3; 200 tons, 4/4; over 200 tons, 5/5. Quayage, per ton 1½d. Coals 3½d. per ton.
Official.—Harb. Master, Hugh Finlay.

Hotel.-" Bangor Arms.

KILLYLEAGH, Strangford Lough, Ireland. Auth. The Earl of Dufterin. Acen. A quay dry at LW., and

10 to 15 ft HW.

KILMAKILLOGE, Kenmare Bay, Co. Kerry. Lat. 51° 48' N; long. 9°51' W. Good anchorage in deep water. KILMORE, Co. Wexford, Ireland, near the Saltees Islands, small harbour formed by a pier and a breakwater

now in course of construction by the Irish Board of Works.

KILORGLIN, near Valentia, Ireland. Lat. 51° 56' N long. 10° 19' 16" W. Auth. The Grand Jury of Co.

A tidal pier, protected by a mud-bank.

KILRUSH, Co. Clare, Ireland. Lat. 52° 38' N; long. 9° 30' W. On the Shannon. Auth. The Kilrush Town Commrs. Accn. Harb. is formed by a pier, and is sheltered from all winds but W. D. at pierhead 8st LW. Used by vessels of up to 200 tons.

Perthshire, Scot. Lat. 56° 5′ N long. 3° 45′ W. Auth. Owner, Lady Wm. Osborne KINCARDINE, Perthshire, Scot. Elphinstone. Accn. Harb. formed by a pier 115 yards long. D. Dry at L.W., 18st HWST., and 12st HWNT. THW. f. and c. 3h om. W. prev. NE. and SW., and most dangerous S.

Official.—Agent, Charles Brown. Harb. Master, J. Thompson.

KINGHOLM-ON-NITH, a sub-port of Dumfries. H Master, G. Little. KINGHORN, Fifeshire. Lat. 56° 5' N; long. 3° 12' W. small harb. belonging to the N.B. Ry. Co. KINGHORN, Fifeshire.

Official.—Gen. Manager, J. Walker, Edinburgh.

KINGSBRIDGE, Devon, 32 miles SW. of Exeter. D. HWST. 14ft, HWNT. 9ft. Charges same

as Salcombe.

KINGS LYNN.—See Lynn.

KINGSTON (Elgin).—See Garmouth.

KINGSTON, Sussex.—See Shoreham.

KINGSTON-UPON-HULL.—See Hull.

KINGSTOWN.—See Dublin. THW. f. and c. 11h 12m.

KINSALE (see Bandon Quay), Co. Cork. Lat. 51° 36' N; long.
8° 31' 38" W. Situated at the mouth of the Bandon. Ry. Terminus of Cork, Bandon & Kinsale Ry. Auth. Harb. Commrs., under Prov. Orders, 1870 and 1874. Accn. Harb. is formed by nature, and improved by the construction of a new pier and quay. D. at quays 8 ft at HW., at bar 13st at LW., and inside harb. 4 to 5 fms. Vessels can now get alongside quay at all times. Cranes nil.

Charges. — Id per ton on reg. tonnage.

Officials.—Sec., M. Hegarty, Esq.; Harb. Master, James Coleman; Coll., J. Calgan.

Hotels .- "Kinsale Arms," "Commercial," and "Army and Navy."

KIPFORD.—See Barlochan.

KIRBY IRELETH. - See Ireleth.

KIRBY IRELETH. - See Ireleth.

KIRKCALDY, Fifeshire, în the Firth of Forth. Lat 56° 7' N; long. 3° 10' W. Pop. 25,000. Auth. Harb.

Commaissioners, under Act 12 and 13 Vict., c. 13, and Harb. Act, 1876. P. NC. D. on bar, dry at LW. In outer harb. ST. 16½ft; NT. 11½ft. W. prev. NW. to SW.; most dangerous ENE, to ESE. Ry. N.B. Tr.—I. Chiefly flax, timber, guano, corn, cork shavings, &c.; E. Manufactured goods, coal, grain, potatoes, and linoleum. LV. 2,040 tons (this vessel did not load at port). The harb. formed by an East pier and middle and West quay, has an area of 5 acres, including a dock, with an entrance 31ft wide, the outer entrance is 64ft wide, facing SSW., the entrance basin is 31ft wide. Total quayage space inside the harb. is about 1,300ft. The harb. is dry at LW., and has an average depth of 16ft at HWST. Good berthage from that depth to 10ft over a bottom of muddy Good berthage from that depth to 10st over a bottom of muddy sand. The dock has 2ft less water than the outer harbour. Extensive grain warehouses, &c., cranage, sheer legs for lifting boilers, and other facilities. Regular communication with London once a week. A new harbour is being constructed about 12 miles SW. of Kircalcy.

Charges.—Harbour dues, coastwise 3d ton in harbour and 4d ton in dock. Foreign 6d in harb,, and 8d in dock.

Pilotage. District. From harb, to roadstead. NC. out-wards. Rates. Inwards, 1/ foot, and 2/6 for boat attendance. Outwards as per agreement.

Towage.—As per agreement.

Officials.—Clerk to Commrs., W. M. Dow; Harb. Master, Capt.

A. Henderson; Coll. of H. M. Cust., G. Pearson.

Hotels.—"Harbour Head," "National," and "George."

N:

KIRKCUDBRIGHT, Kirkcudbrightshire. Lat. 54° 48' N; long. 4° 5' W. On the River Dec. Auth. Town Council, under Act 16 and 17 Vict., c. 93, s. 12; and a Schedule of Rates, approved by Board of Trade, February 22, 1854. Accn. A small harb. D. 2ft LW. Used by coasters. THW. f. and c. 11h 10m.

Official.—John Gilzon, Town Clerk.

KIRKWALL, Orkneys. Lat. 58° 59′ 10″ N; long. 2° 57′ 30″ W.

Pop. 4,100. Auth. Orkney Harb. Commrs.,
under the Orkney Harbs. Act., 1887. P. NC. THW. 10h 9m;
Sp. rise 10ft; N. rise 7½ft. W. prev. from SW, to W.; most
dangerous NE. Accn. The harb. is a small natural bay, sheltered
from the northward by a pice actention about 272 Left from the from the northward by a pier, extending about 373yds from the shore, with a return head of 33yds pointing to the NW. There are warehouses, and the piers have 22ft at HWST. and 12ft LWST. There are also cranes to 3 tons power, and other accommodation.

Charges.—Harb, dues according to size 11d to 6d ton. Harb, lights 1/ for every vessel above 20 tons reg. Mooring

anchors I/ for every vessel making fast.

Towage. - As per agreement. Officials. —Clerk to Commrs., D. J. Robertson; Harb. Master, R. Heddle; Asst. Harb. Master, J. T. Irvine; Cust. Officer, W.

Hotel. -" The Kirkwall," Wm. Dunnet.

KITCHEN COVE, Bantry Bay, Co. Cork. Lat. 51° 43' N; long. 9° 35' W. This is fair shelter for eraft drawing up to 13ft.

KYLEAKIN, Inverness-shire. Lat. 57° 16′ 39″ N; long. 5° 44′ 28″ W. Auth. Owner, Lord Macdonald. Accn. A pier, dry at LW.; the basin has 15st at LW. THW. f. and c. 6h 16m.

Official.—Factor, A. Macdonald.

KYLE RHEA, Inverness-shire. Lat. 57° 17' N; long. 5° 40' W. There is a good pier at this place.

LAMBAY ISLAND HARBOUR, Co. Dublin, Ireland. Lat. 53° 30′ N; long. 6° 0′ W. LAMLASH, Arran Island, Hebrides. Lat. 55° 31′ N; long. 5° 4′ W. A good anchorage and excellent harb., but landing difficult at L.W. There is a small pier at this place.

LANCASTER, Lancashire, 5 miles above Glasson Dock, on the river Lune, 12 miles from the sea. Lat. 54° 3′ W; long. 2° 46′ W. Pop. 20,000. Auth. Commissioners and Trustees of the Port of Lancaster. St. George's Quay, under Act 23 George II. and subsequent Statutes. P. C. THW. 11h 16m. D. at Lancaster ST. 12ft; NT. 6ft. W. prev. SW.; most dangerous from WNW. Rys. L. & NW. and M. Tr.—I. Timber, grain, Spanish ores, &c.; E. Coal and salt. LV. at Glasson Dock at HWST. about 600 reg. ton.; at Morecambe at HW. 560 reg. ton. Glasson Dock, the property of the Commissioners of the port of Lancaster, is 500ft long and 200ft wide, with an entrance 35ft wide; depth of water over sill at ST. 17 to 20ft; NT. 12 to 14ft. The lock connecting this with the Lancaster Canal is 100ft long by 26ft wide. There is a graving dock attached 197ft long (187ft on blocks), entrance 35ft wide. Outside the dock there is 400ft of quay wall, dry at LW., and in dock there is 1,000ft of quayage space. Steam cranes, coal tip, &c. Morecambe Harb., property of the Midland Ry., has good warehouse and steam cranage accommodation. LV. at HW. 560 tons reg. No vessel can enter at LWST. D. on bar at LW. 2ft 3in. W. prev. SW.; most dangerous NE.

Charges.—Harb. light and buoyage dues, 4d per ton. Foreign 9d to 1/ per ton. Ballast loading 1/ per ton, discharging 2d to 6d per ton.

Pilotage.—River Pilotage :-

	Per Fo	ssel's
Within Line from Abbey Lower Lighthouse to Sunderland Point for or from Glasson:—		d.
Under 200 tons register		0
Do. 600 do	1	6
Do. 1000 do	2	0
For 1000 do. and above	-	•
Under 8 feet draught	l :	0
8 feet and under 10 draught	1	4
10 feet and upwards	2	ò

For removing any vessel which on her passage to or from the Old Quay or Jetty at Lancaster shall stop and moor at the New Quay, 5/ extra.

Sea pilotage:-

On vessels employe	d in the "Overs	ea	" 1	rad	le.				
From	To or opposite	Under 200	Tons Register.	2co Tons	Tons Register.	600 Tons	Tons Register.	1000 Tons	and upwards.
Wishin Vines from Managemba Poss		P		oot				ssel er.	's
Within lines from Morecambe Bay Light Ship to Formby Point and Haverigg Point respectively	Glasson Dock			l				s.	d.
Within a line with Blackcomb bearing NNE	Ditto			l		, -	0	, 10 , 8	0
Danger Patch Buoy, or one mile outside No. 1 Buoy The Anchorage at Foot of Wyre	Ditto	4	6	5	6	6	6	, 7	6
or off No. 1 Buoy	Ditto	4	0	4	6	5	0	5	6
river limits	Ditto Ditto	2 5	6	6	6 6	3 7	6	8	6
Within lines from Morecambe Bay Light Ship		4	6	6	o	7	0	8	0

On Vessels employed in the "Coasting" Trade one-half of the above rates.

NOTE.—Masters of outward bound vessels may, at their option. dispense with the services of pilots at Danger Patch Buoy.

Towage.—Ships under 300 tons £6 6s; 400 tons £7 7s; 500 tons £8 8s; 600 tons £9 9s; 700 tons £10 10s; and every additional 100 tons £1 Is extra. From Glasson Dock to Langaster

or vice versil, 6d per ton; and 9d if towed up and down.

Officials.—Gen. Man. M. Ry., J. Noble, Derby; Gen. Man.

L. & N.W. Ry., J. Findlay, London; Harb. Mast. Lancaster and Glasson Dock, A. Russell; Harb. Mast., Morecambe, J. M. Sibbald; Dock Mast., Glasson, W. N. Greenwood.

NOTE.—The Commissioners are achieved and advantaged and achieved and statement of the commissioners are achieved and achieved and achieved and achieved and achieved and achieved and achieved and achieved achieved and achieved and achieved achieved and achieved achieved achieved achieved and achieve

NOTE. - The Commissioners are rebuilding and extending the new quay at Lancaster. It will be completed early in 1890, and will extend for 500st along the river front.

LAND'S END, Cornwall. THW. f. and c. 4h 30m. LANGSTON HARBOUR, Portsmouth, Hunts. There is abt 14ft on bar. Open to S. winds.

Official .- Quay Master, A. Little.

LARGO, tifeshire. Lat. 56° 13' N; long. 2° 56' W. The birthplace of Alex. Selkirk (Robinson Crusoe). Ry. NB. Auth. Owner, Geo. Johnston, Esq., of Largo. Accn. A pier carried out to half tide; D. 4st LW. Used by coasters loading potatoes and linseed cake. W. prev. E. and N., most dangerous E THW. f. and c. 2h 20m.

Charges.—Dues 6d to 1/ per ton. Cargo 1d to 6d per ton. Officials.—Agent, C. Gulland; Harb. Master, H. Guthrie. Hotel.—"Rolinson Crusoe."

LARGS, Aryshire. Lat. 55° 50' N; long. 4° 50' W. Rys.
Glasgow & SW., and Caledonian. A small harb.
used by passenger steamers and coasters up to about 90 tons. D.

at LW. 3ft. Auth. Joint Stock Co., under Act 2 William IV., c. 44. THW. f. and c. 11h 55m.

Charges.—2d per ton on all vessels over 20 tons.

Officials.—Sec., J. Boyd; Harb. Master, R. Wright.

LARNE, Co. Antrim. Lat. 54° 51' N; long. 5° 47' W. Rys. Belfast and Northern Counties, and Ballymena and Larne. Auth. Owner, J. Chaine, Esq., under Prov. Order, confirmed by the Pier and Harbours Confirmation Act, 1871 and 1888. THW. f. and c. 10h 40m. Accn. A pier harb.; piers carried out to 18/t LW., and 26/ft HW. Crane power to 10 tons. LV. 3,986 tons. W. prev. W., most dangerous E. to SE.

Charges.—Home 4d per ton, foreign 6d. Rates on goods as

per schedule.

Official.—Harb. Master, Wm. Dalton.

Hotel.—"Oldfleet Hotel Co., Ld."

LAUGHARNE (Barks-under-Clyffe), Towy River, Carmarthenshire. Lat. about 51° 22′ N; long. 4° 20′ W. A harb. used by small colliers. W. prev. SW. No harb. authority.

THW. f. and c. about 5h 45m.
Official.—The Recorder, David Wilkin.

LEIGH, Essex. River Thames. A fishing harb., 17 miles SE. of Chelmsford.

Official.—Principal Coast Officer, F. Harris.

LEITH, Midlothian. On the Water of Leith, adjoining Edinborough. Lat. 55° 59' N; long. 3° 10' W. Pop. 78.000. Auth. Commissioners, under Docks Act, 1875. P. NC. THW. f. and c. 2h 17m; Sp. rise 164ft; N. rise 124ft; R. of N. oft. D. on bar 10ft LWST. W. prev. W. Rys. Cal. and N. B. Tr.—I. Grain, hemp, provisions, cattle, esparto, fibre, ores, timber, manure, wines, sugar, fruit, &c.; E. Iron, hardware, coal, canvas, machinery, chemicals, fire-bricks, manures, herrings, spirits, ales, &c. LV. Mentmore, 2,230 tons. The En. to the harb. and docks between the two piers is 77yds wide. Accn. Area of harb. and

	Area.	Depth of water HW. Equinoctial ST.
	Acres.	ft. in.
Harbour	14	{ 26 6 18 6
Inner Harbour	7	15 to 18 o
Old Docks	10	18 6
Victoria Dock	`5	24 6
Albert ,,	11	2Ġ 6
Edinburgh ,,	17	26 6
Total	- 64	

In addition there is the entrance channel, sometimes designated "harbour" between the piers; this portion is not used for vessels lying to discharge cargo, but simply as an entrance to the docks and harb. Dry Docks. &c.:—

Nan		Length.	Width.	Depth of Water on Sil OHW.
Prince of Wales' I	Dry Dock	ft. 382	ft.	ft. in.
Edinburgh	,,	300	70 40	20 0 17 0
Commercial Menzies' Upper	,,	١ . د .	36 35	15 O 12 O
Sandport Street	"	174	35 31	10 6 10 6

Hydraulic and steam cranes lifting up to 65 tons. Hydraulic coal cranes and hoists. Very extensive quay shed accommodation. Quayage length, 9,000ft.

Charges.-Rates on goods. Rates on vessels.

Pilotage.—(Leith Harbour and Docks.) District. The limits of the port and harb. of Leith extending from a point at a bridge beyond or east of Seafield Toll Bar; eastward of Leith to Wardie Brow or Brae westward of Newhaven, and half-way across the Firth of Forth. (These limits are extended for pilotage purposes by Article 8 of the Bye-laws and Regulations.) Rates per foot. Inwards:—7ft dft. and under 5/10; above 7 and not ex. 8ft 8/; above 8 and not ex. 9ft 9/9; above 9 and not ex. 10ft 11/8; above 10 and not ex. 11ft 13/9; above 11 and not ex. 12ft 16/; atove 12 and not ex. 13ft 19/6; and for every foot or part of a foot above 13 an additional charge of 1/6. Extra attendance:—For each 24 hours extra attendance on board, when requested by the master, to the master pilot 3/, and to each of the boatmen 1/6. Pilot boats and crews:—For vessels from foreign ports of 70 and not ex. 120 tons 5/; for vessels from foreign ports ex. 120 and not ex. 250 tons 6/; for vessels from foreign ports ex. 250 tons 9/. Coasting vessels of any size which take a pilot boat to be charged 2/6 for boat's and men's attendance, besides the pilotage. Outwards:—Outward rates one-half of those inwards. (Leith, Trinity House.) District. The Firth of Forth from Fife Ness on the north to St. Abb's Head on the south; the Corporation also have power to license pilots "for seas and fiths and along the coasts and islands of the Northern and German Oceans." Rates. For piloting vessels from St. Abb's Head or Bell Rock to Harb. Pilots limits or Leith Roads, and from there to Carton Roads, &c., and vice versā:—

Limits.	100 Tons and under.	100 to 200 Tons.	200 to 300 Tons.	300 Tons and upwards.
From St. Abb's Head, or Bell Rock, to Leith Roads		£ s. d.	£ s.d.	£ s. d.
From May Island, or Bass Rock, to Leith Roads		2 2 0	3 3 0	3 13 6
From Leith Reads to Carron Roads, or Harbours above Queensferry, or from the Hope to Allon		176	7 11 6	2 2 0
From Leith Roads to Inver- keithing or the Hope	0 17 6	110	1.26	1 7 6
From Carron Roads to Alloe	0 10 6	0 12 0	0 15 0	110

For distances between St. Abb's Head to May Island or Bass, and thence to Leith Roads 3/ per league to be deducted from above rates, but in no case shall the pilot's fee be reduced more than one-half. The daily pay of a pilot during detention shall, exclusive of his proper pilotage, be 5/ for every lay day after the day of the vessel's arrival, over and above his proper maintenance out of the ship's stores. For pilotage, from sea, into and out of the sounds and roadsteads in the Orkney Islands.

Limits.	60 Tor upwar 100 T		! upv	vard	ls to	upw	rand	ls to
ist.—From five miles seaward of Hoy Head through Hoy Sound to anchor- age in Stromness Harb. or Kerston Roads, and out again to sea by Hoy		. d.	£	s.	d.	L	s.	d.
Sound 2nd.—From sea through Hoy Sound to anchorage in Stromness Harb. or Kerston Roads, and out again to sea		. 0	I	15	0	2	12	6
by Long Hope, and vice versă 3rd.—From sea through Hoy Sound to anchorage in Stromness Harb. or Kerston Roads, and out again to Sea	i I 5), 'i	, 0	2	2	n	3	b	0
by Long Hope and Pentland Frith, and vice versi. 4th.—From sea through Hoy Sound to anchorage in Stromness Harb. or Kerston Roads, and out again to see	(. 6	2	5	0	3	10	•
by Holm Sound, and vice versa		3 0	<u>i 2</u>	0	0	3	0	0

lowage	-

From Leith	to	Aberdour, B'tisland, Pettycur, Fisherrow.	St. David sand Inverkeithing.	Charlestown and Lim kilns,	Bridgeness and Bo'ness.	Alloa, Kennetpans, and Clackmannan.	North Berwick.	Kirkealdy, Dysart, and Cockenzie.	Grangemouth and Kincardine.	Wemyss.	Methil, Leven, and Largo,	Elie, Anstruther, and Pittenweem,	Crail and Dunbar.
40 tons and us 40 ., 60 tons 6c ., 80 ., 80 ., 100 ., 100 ., 120 ., 140 ., 160 ., 180 ., 200 ., 220 ., 240 ., 250 ., 280 .,	nder	25/ 27/6 30/ 32/6 35/ 40/ 45/ 50/ 55/	35	37/6 40/ 42/6 47/6 52/6 57/6 62/6	40 42/6 45/ 47 6 52 6 57 6	50 53 58 61/ 67/ 73	55, 66, 66, 78, 84, 90, 93, 93, 93, 93, 93, 93, 93, 93, 93, 93	32 6 35/ 37/6 40 42/6 47/6 52/6 62/6 65/	45/ 48/ 51/ 54/ 66/ 72/	37/6 40/ 42/6 45/6 52/6 57/6 62/6 67/6	50/ 53/ 58/ 61/ 67/ 73/ 79/	60/ 65/ 68/ 71/ 74/ 80/ 86/ 92/ 98/	65/ 67 6 70/ 75/ 78/ 84/ 90/ 90/ 105/

And 3/ every 20 tons additional. From ports E. of Leith, 10/ extra Harbour Towage.—Inwards, 2½d per reg. ton; outwards, 2½d per ton. Second boat, 1d per reg. ton. From Leith, clear of Inchkeith, 2½d per ton. No difference for ships in ballast. Distance money as per agreement. The steam tug owners will not be responsible for any damage while towing.

Officials.—Clerk to Commrs., J. Torry; Gen. Supt. of harb. and docks, P. Whyte, M.I.C.E.; Coll. of dues, J. T. Carmichael; Dock Master, G. Rose; Coll. of H.M. Cust., G. Conolly; Board of Trade Surv., G. Carlisle.

LERWICK, Shetland Isles. Lat. 60° 10' N; long. 1° 8' W. Pop. about 5,000. Auth. Harbour Trustees. P. NC. THW. 10h 30m; Sp. rise 6ft; N. rise 4ft. D. in harb. or bay, ST. varying throughout from 10 to 60ft; NT. 4 to 54ft. Tr.—I. Fish curing stock, ice, timber; E. Fish. Accn. Harb. is a capacious landlocked bay on the W. side of Brassey Sound. A new deep water pier is now open for traffic; 12ft of water at LWST.

Charges.—At pier, as per schedule. There are private quays in the roads at which dues may be charged, but the owners have no legal right to charge.

Pilotage.—District not defined. Rates as per agreement.

Towage.—As per agreement.

Officials.—Clerks to Commrs., Sievwright & Macgregor; Harb. Master, George Allison; Coll. of Cust., Receiver of Wreck, and Supt. of Mercantile Marine, J. Dodsworth; Registrar of R.N.R., Coastguard Officer and Drill Supt. R.N.R., T. Johnstone. Hotels.—"Royal," "Grand," "Queen's," &c.

LEVEN, Fifeshire, at the mouth of the Leven. D. HWST. 12ft, HWNT. 8ft.

Charges.—Harb. dues, 1d per ton.

LIMEKILNS, Fifeshire, a sub-port of Bo'ness. D. at HWST. 13ft and HWNT. 8ft.

LIMERICK. On the river Shannon, 60 miles from the Atlantic.

Lat. 52° 40' N; long. 8° 37' W. Pop. 48,300. Auth.

Harbour Commissioners, under Act 1867. P. NC. THW. 6h

Icm; Sp. rise 18\frac{3}{2}ft; N. rise 13\frac{1}{2}ft. W. prev. NW. and NE.

Rys. G.S. & W., W. & L., L & E.L. & F. Tr.—I. Manufactured goods, coal, iron, tea, sugar, tobacco, wine, and timber; E. Corn, provisions, and agricultural produce. LV. 1,483 tons.

Accn. Harb. is about 1,600yds long, and 150yds wide. Docks, &c.:-

Name.	Length.	Width,	Depth at O	on Sill HW.
			ST.	N.
Floating Dock	ft. 810 428	ft. 70(En.) 45	ft. 23 17 Rise of	ft. 18 — Tides
Patent Slip	500	30	19	14

This goes down to LWT.

Good warehouse accn.; hand cranes up to 7 tons.

Charges.—Port and harb. charges, foreign and coastwise from 3d to 1/3 reg. ton. Dues on goods.

Pilotage. - District. From quays and docks of Limerick to I oop Head and Kerry Head, at mouth of the river Shannon. Rates:-

	stered nage.		Betw	een S Lime	catte rick.	ry and		ttery	aj.	pua	ilcloher
Exceeding	Not seeding	Inwa	ırds.		Out	wards.		een Sca and	lcredan	Betweer redane Kilclohe Head.	een Kilc and oop He
Exce	Exce				ith rgo.	Ballas	t.	Betw	X	, X	Betwe
Tons.	Tons.	£ s.	d.	£ s.	d.	£ s.	i.	£ s.	d.	£ s. d.	£ s. d.
	100	1 10	0	1 10	0	1 10	0	1 0	0	0 13 4	0 13 4
100	150	1 13	0	1 13	0	1 13	0	1 0	0	0 13 4	0 13 4
150	200	1 16	0	1 16	0	1 16	0	1 0	0	0 13 4	0 13 4
200	250	2 11	0	2 11	0	2 11	0	1 0	0	0 13 4	0 13 4
250	300	3 0	•	3 0	0	3 0	0	1 0	0	0 13 4	0 13 4
300	350	3 6	0	3 6	0	3 0	0	1 1	3	0 14 2	0 14 2
350	400	4 I	0	4 1	0	3 0	o '	1 2	6	0 15 0	0 15 0
400	450	4 7	0	4 7	0	30	э ;	1 3	9	0 15 10	0 15 10
450	500	4 13	0	4 13	0	3 2	•	1 5	0	0 16 8	0168
500	550	5 5	0	5 5	0_	1 3 to	o 1	1 6	3	0 17 6	0 17 6

Ra	tes-	CUI	tin	uec	₹.														
Tons.	Tons.	£	s.	d.	7	, s.	d.	£	, s.	d.	£	s.	d.		٠.	d.	2	5.	d.
550	600	5	8	0	. :	; 8	0	3	13	0	. 1	7	6	. 0	18	4	ю	18	4
600	650	5	11	0		, 11	0	3	14	0	' 1	8	9	0	19	2	ΙO	19	2
650	700	5	14	0	1 5	14	0	3	16	0	įı	10	ō	, 1	o	0	I	ò	0
730	750	5	17	0		17	0	3	18	0	1	11	3	1	0	10	1	О	10
750	800	6	0	0	(0	1 4	. 0	0	! I	13	6	1 1	1	8	Ţ	1	8
8ეს	850	6	¥	6	. (6	1.4	. 1	0	1	13	9	' I	2	6		2	6
850	900	6	3	0	: 0		0	4	. 2	0	' I	15	ò	; I	3	4	. 1	3	4
900	950	6	4	6	. (6	4	- 3	0	' I	16	3	1	4	2	1	. 4	2
950	1,000	6	6	0	. (0	4	- 4	0		17	6	T	5	0	· 1	5	0
1,000	1,050	6	7	6	' (7	6	4	5	0	1	18	9	! 1	5	10	1 1	5	10
1,050	1,100	6	9	0	` (j	0	4	6	0	2	0	ò	1	6	8	I	6	8
1,100	1,200	6	15	0	, (15	0	4	10	0	. 2	2,	6	: I	8	4	· 1	8	4
1,200	1,300	7	1	0	٠,	, 1	0	4	14	0	့ 2	5	0	, 1	10	0	1	10	0
1,300	1,400	7	7	0		7	0	1 4	18	0	2	7	6	1	11	8		11	8
1,400	1,500	7	13	0	: 7	13	0	. 5	2	0	1 2	10	0	1	13	4	1	13	4
1,500	1,600	7	19	0	' 7	19	О	- 5	6	0	2	12	6	1 1	15	0	1	15	0
1,500	1,700	8	5	0	. 8	5	0	5	10	0	2	15	0	. 1	16	8	. 1	16	8
1,700	1,800	8	11	0	, 8	11	0	. 5	14	0	2	17	6	1	18	4	. 1	18	4
1,800	1,900	8	17	0	8	17	0	5		0	1.3	ö	0	. 2	0	ò	2	0	ò
1,900	2,000	9	3	0	, ,	3	0	, 6	2	0	3	2	6	12	3	8	. 2	I	8

Rates for Clare. From sea to mouth of Clare River, or from Limerick to mouth of Clare River, Scattery rates; from Foynes to Smith's Island or from Smith's Island to Clare Quay, and vice versa, two-thirds Scattery rates; from Foynes to Clare Quay, Scattery rates.

T	o	w	а	g	e.	-

Reg. Tonna	ge, &c.	Grass Island 9 mile		Beigh Castle, 18 miles.	Foynes, 27 miles.	Tarbert, 36 miles.	Kilrush. 45 miles.
Weg. Tonnaj Under 50 tons 50 & un. 100 100 ,, 150 150 ,, 200 200 ,, 250 250 ,, 300 300 ,, 350 352 ,, 400 427 ,, 450 457 ,, 500 500 ,, 550 550 ,, 600	foaded (ballast (loaded ballast (loaded ballast floaded	9 mile £ s. 1 15 1 8		18 miles. £ s. d. 3 0 0 2 12 0 4 8 0 3 12 0 5 8 0 4 14 0 6 8 0 7 8 0	27 miles. £ s. d. 4 10 0 4 2 0 6 2 0 5 8 0 7 6 0 6 12 0	36 miles. 6 s. d. 6 15 0 6 8 0 7 10 0 9 4 0 8 10 0	
650 ,, 650	loaded ballast loaded	10 10 9 2 11 4	0	14 6 0 12 18 0 15 2 0	18 2 0 16 14 0 19 0 0	21 18 0 20 10 0 22 18 0	25 14 0 24 6 0 26 14 0
700 ,, 750 750 ,, 800	ballast loaded ballast loaded	9 16 11 18 10 10 12 12	0	13 14 0 15 18 0 14 10 0 16 14 0	17 12 0 9 18 0 18 10 0 20 16 0	21 10 0 23 18 0 22 10 0 24 18 0	24 6 0 27 17 0 26 10 0 29 0 0
8.10 ,, 850	{ ballast { loaded { ball sst	11 4 13 6 11 18	0	15 6 0 17 10 0 16 2 0	19 8 0 21 14 0 20 6 0	23 10 0 25 18 0 24 10 0	27 12 0 30 2 0 28 14 0

Officials .- Harb. and Dock Master, M. Fitzmaurice; Coll. of

H.M. Cust., C. Heyward.

LITTLEFERRY, Sutherlandshire. Lat. 57° 56' N; long. 4° 0/

W. Auth. Owner, Duke of Sutherland,
under Act II and 12 Vict., c. 99. A small harb. with about 5ft at LW. Used by coasters up to 140 tons. W. prev. W. to SW., most dangerous ENE. to ESE. THW. f. and c. 1th 42m.

Officials .-- Factor, D. McLean, of Golspie.

LITTLEHAMPTON, Sussex. On the Arun. Lat. 50° 48' N; long. o° 32' W. Pop. 4,000. Auth. Arundel Harbour Commissioners, under Acts of l'arliament Geo. III. and IV. P. C. THW. 11h 20m.; Sp. rise 16½ft; N. rise 12½ft. D. on bar at LW. nearly dry; general depths over bar are 16½ft OHWS., and 12½ft at N. W. prev. SW. Ry. L.B. & S.C. Tr.—I. Wood, coal, slate, cement, corn; E. Hoops, timber, &c. LV. William Miles, 574 reg. tons. Accn. Berths of soft level mud; harb, easy of access in all weathers. Messrs. Harvey & Co.'s Patent Slip is 300ft long. 40ft wide, with Messrs. Harvey & Co.'s Patent Shp is 300ft long, 40ft wide, with a depth at ST. of 161ft, and NT. 121ft, capable of taking in vessels of 400 reg. ton. Cranes to lift 5 tons by arrangement with Railway Co.

Charges.—Harb. dues, coasting vessels 2d reg. ton; from foreign

ports 5d ton. Ballast I/ton.
Pilotage. District. Undefined. Rates. 2d per ton inward and 1d outwards, but if vessel goes beyond Ford then one-half more than the above charges.

Towage.—4d reg. ton in and out.
Officials.—Harb. Master and Coll. of Dues, W. Sewell; Acting Coll. of H.M. Cust., W. Scovell; Station Supt. and Wharfinger, E. Briggs; Town Clerk, A. Shelley.

Hotels.—"Terminus," "Norfolk," "Beach," "Marine," and

"Grand."

LITTLESTOKE, Somerset. Bristol Channel. No authority. A pier, 200yds long, used by coasters of about 40 tons.

LIVERPOOL. On the Mersey. Lat. 53° 24′ 57" N; long. 3° 12′ 1" W. Pop. 600,000. Auth. Mersey Docks and Harbour Board, under Act 5 and 6 Vict., c. 110, Mersey Docks and Harb. Act, 1857, Mersey Dock Acts Consolidation Act, 1858. P. C. THW. f. and c. 11h 23m; Sp. rise 27ft 10½in; N. rise 13ft. The area of anchorage for large ships on the Mersey is about 2,000 acres, and for small boats about 500 additional acres. The approach to this anchorage is by the bar of the Mersey, the depth varying from 11st at LWST. to 40st at HWST. The length of quay walls on the river sides outside the docks is 8 miles. W. prev. are from two opposite quarters, viz., NW. and SE., about equal in days throughout the year. SE. winds are off shore, and bring fog, but otherwise generally harmless. NW. winds make a lee shore, and may become dangerous. Rys. C.L.C., G.W., L. & Y., L. & N.W., M. Tr. The second port in magnitude in the U.K. No vessels enter at LWST. Vessels are docked only during the time between two hours before HW. and one hour after. The datum of the table is the level of "Old Dock Sill"—High

Water levels of Springs and Neaps referred to above are 19st ohin,

and 11st 7in respectively above datum.

Name.	Width of Entrance		Water Area.	Lineal Quayage.
	ft. in.	ft. in.	acres. yds.	miles. yds
Hornby Dock	S 50 0	12 0	16 3,769	O 1,43
" Branch	<u>,S</u> 50 0	ODS.	. 0 3,354	0 30
"Branch South {	E 60 o	12 0	17 4,055	0 1,08
Alexandra Branch, No 3 ,, No. 2		-	7 3,420	0 841
" " No. 2	_	. –	9 2,657	0 1,02
angton ,, No. 1	SE50 0	9 0	9 573 18 589	o 98
,, Lock (238 ft. long) S'th	W 65 o	12 0	0 1,719	0 16
,, (rig ft. long) ,,	E 65 0	12 0	o 86o	0 8
,, Branch	5 80 0	12 0	2 4,549 11 1,010	0 67
.,	S 60 0	7 9		
,, Lock(110 ft.long) ,,	N 32 O M 20 O	60	-	: —
North Carriers'		: 60	2 3,423	0 641
outh Carners'	W 40 0	6 ე	1 4,515	0 61
Canada Lock (498 ft. long) ,, Dock South	N 100 0	. 6 6	I 3,479	0 489
,, Dock South	E 50 0 W 80 0	66	17 4,043	0 1,272
Itiskisson	_		14 3,451	0 939
., Branch (No. 2) ,, ,, (No. 1) ,, Lock (338 ft. long)	_	. –	8 750	0 890
Lock (228 ft. long)	SE8o o	. 66	7 592	O 910
,, ,, 303 ,,	W 45 0 W 70 0	6 o	0 3,650	0 330
andon	P '	, 66	. 10 100	0 867
•	Wro	6 6	3 - 813	0400
		66	7 4,300	0 820
Sramley-Moor:	N 60 0	6 0	9 3,106	935
Velson	Shoo	66	7 4,786	0 803
anal Basin, Lightbody St Stanley Lock	W 18 o	ab ve ODS	0 920	0 110
Collingwood Lock	W 18 0	2 6	·	_
Salisbury Lock	W 18 0	2 0	_ :	_
" " " Inner Sill	_ `	. 26	:	_
,,_ ,, Outer ,,		bel'w ODS	!	
tanley Dock	W 51 0	58	7 120	0 753
ollingwood	W 60 0	6 9	5 244	o 553 o 406
alisburyWest		6 11	3 2,146 ,	° 406
larence Graving Dock Basin	N 45 O	4 9	1 1,056 '	0 291
	3 44 6			
" Dock	W 50 0 W 47 0	5 0	4 1,794 i 6 273 i	o 635 o 914
rafalgar Lock	N 45 0	3 ² ;	0 2,937	0 256
,, Dock	N 44 3	67,	3 4,340 .	0 764
16	N 45 0	6 6	5 _3,559	° _ 755
est Waterloo S	S 60 0	8 o :	3 2,146	o 533
ast ince's Half-tide Dock West	600	8 0	2 3,375	0 506
Lock (110 ft. long) ,,	165 o 132 o	8 o 8 o	4 3,250	0429
., ,,	S 65 o	8 0	;	
rince's Dock	¥ 45 0	5 11 .	11 1,490	0 1,178
eorge's	₹ 36 o	, - ;	5 154	0 645
" Dock Passage }	5 40 3	} 46;	0 2,439	0 356
		ab've ODS	:	
anchester V	V 32 10	bel'w ODS	1 595	0 339
	., .		0 315	0 53
,, Lock (86 ft. long) \	V 33 8	39		
inning Dock \	V 33 8 V 45 0 . V 45 0 .	39 61 63	2 2,688	0 585

	ft.	in.	: 6	ì.	ip.	acre	s. yds.	miles	. vds.
Albert N		0		6	4	. 7	3,542		885
_ ,, E				6	ò	1	_	-	
Salthouse N				6	0	6	2,019		784
Wapping Basin N	,		:	5	8	1	3,151	0	454
" " S	, 50			6	0		-	_	-
" Deale W			•	6	0	i -		•	815
" s	50 50			6	0	5	499	٠.	- 015
King's Dock S	42				ŏ	. 7	3,806	0	875
Queen's Half-tide West N	70		:	ş	9	. 3	3,542	ō	445
" " " s	50			6		•		_	- '''
(a	bove	Ο.	.D	.S.	.)			
Trafford Dock and Lock	30		_	0	3*	١,	4,102	o	410
Translate Dock and Dock)		elow	Ο.	.D	.S.	. ("	4,102	·	4.9
(1	. 30			I	3	.)			
Queen's DockW				6	ò	10	1,564	0	1,214
Coburg W		-		6	6	. 8			-
		0	:	0	0	, •	26	0	1,053
Branch Dock, E. of Brunswick) W Dk.(less R'way Co.'s portion)	25	0		1	0	0	4,635	0	450
Brunswick	60	0	t	6	6	12	3,364	۰	1,074
W	. 41	ŏ			6	1		· · -	-,-,7
, Half-tide W	45	ō		5 6	o	· I	3,388	۰	491
Toxteth Dock	60	0	. 1	2	0	11	1,975	0	1,134
,, Lock (177 ft. long) W	50	O	•	8	0	0	1,013	0	811
Harrington Dock S	60	0		2	0	. 9	256	0	1,023
,, Lock (131 ft. long) W		0		5	9	0	320	-	• .
Herculaneum West N				2	0	7	2,581	0	596
Branch	60	۰	1	2	•	2	 8 ₅₃	。	- 577
,,									
Total Water Area and Qu Livergool Docks			e of	th	e }	362	3,925	24	185

Name.	Width of Entrance.	Sill below Datum.	Water Area.	Lineal Quayage.
	ft. in.	ft. in.	acres. yds.	miles. yds.
West Float		76	52 319	2 210
Basin near Canada Works .	W 50 0	_	I 2,554	0 543
y. ,,	E 50 0	_	I 84	0 390
East Float		_	59 3,786	, 1 1,50 0
Corn Warehouse Dock	S 30 0	O.D.S.	£ 453	0 555
Railway Companies' Pasin	· · · · .	_	o 606	0 11
Wallasey Dock	: —	below.	. 12 3,813	0 1,26
Passage to ditto		90	O 1,333	0 234
Inner Northern Entrances		90		0 24
Lock, 198 ft. long	М 30 о	_	0 667	0 264
Inner sill	_	90		_
Outer sills	-	12 0	_	
Lock, 274 ft. long	S 50 0 ,		0 1,522	0 300
Inner sill	- i	90		_
Outer sills	- 1	12 0		_
Alfred Dock	;	_	8 2,922	0 48:
Outer Northern Entrances:				
Lock, 348 ft. long	N 100 0	12 0	o 3,888	0 352
Lock, 198 ft, long	М 30°0	12 0	0 667	0 377
Lock, 398 ft. long	S 50 0 1	12 0	0 2,222	ი ვაე:
Egerton Dock	W 70 0	7 4	3 4,011	0 754
Morpeth Dock	W 73 0	5 5	11 2,404	0 1,299
Railway Company's Basin	S 25 0 1	o.b.š.	0 3,144	0 310
	W 85 0	-	4 243	0 63
	E 85 0	12 0	0 3,777	0 441

Summary: -

_ ... -- .-----

Name.	Water	Area.	Quayage.		
Liverpool Docks	acres, 362 159	yds. 3,925 4,535	miles. 24 9	yds. 185	
Total	522	3,620	33	295	

There are twenty-three Graving Docks-viz., Liverpool:-

Name.	Posit and Wid of Entra	th		be	ill low tum.	Ho Qu ab	oing it llow oins ove ium.	Leng of Floo	•	Tota Leng of Floo	th
		ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
Laugton No. r S.	Outer		0	6	0	27	0	448	•		
	Inner	60	0	6	0	22	0	500	0		
,, 2 N. {	Outer	60	0	6	0	27	0	500	0		
,, 2 ,	Inner	60	0	6	0	22	0	448	0		
		_		٠ _		_				1,896	٥
Huskisson Lock		80	0	. 6	6	26	0		•	395	٥
Sandon No. 1		60	0	3	6	26	0	56 5			
,,,, 2	,,	70	0	3	6 6	26 26	0	565	0		
,, 3	,,	60	0	3	6	20 26	0	565			
,,, 4	,,	70 45	0	3	6	26	0	565 565	0		
,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	West	45	ö	3	6	26	0	565	ö		
		43	٠	,	٠	20	٠	303		3,390	α.
C . N N .	Outer	45	0	3	0	26	6	45T	0	1.33-	
Clarence No. 1 N. {	Inner	45	o		6	18	ō	280	ō		
, 2 S. {	Outer	45	0	ⁱ 3	0	26	6	454	О		
, 25.}	Inner	32	10	ō	6	18	0	286	0		
										1,480	0
Prince's	•••	45.		٠ _5_		28	2	•••		277	4
<i>a</i>				į O. ۱				_			
CanningNo. 1	North	35		· _ ·		23	3	436	0		
,, 2	Sauch		low	0.1			-1	.0-	_		
,, 2	South	35	9	0	οĵ	23	31	482	۰.	913	~
Queen's No. 1	Fast	42	0	1	81	27	71	465	•	9.3	•
,,,, 2			ō	3	6	27	5	467	ŏ		
,,,,,		,-		. `	-	-,	,			932	0
Brunswick No. 1	East	42	0	2	6	26	6	460	0	,	
,, ,, 2	West	42	6	2	6	26	6 .	462	0		
	:	-						<u> </u>		922	٥
Herculaneum, No. 1		60		: 4	0	26	•	758	6		
	Middle	60	-	1 4	0	26	0 '	753	0		
,, 3	East	60	0	4	0	26	0	768	0		,
	l								_	2,279	6

Total length of floor of the Liverpool Graving Docks 12,489 10

NOTE.—The depth of water over the sills of the Sandon Graving Docks can be increased to any desired extent by pumping into the Sandon Dock from the river. so as to allow deep-draughted vessels to enter at low neap tides

^{*} Sill above Datum.

Birkenhead: -

Nam	Posit an Wid of Entra	be	ill low um.	Ho Qu ab	ping at allow oins ove tum.	Len O Flo	f i	Total Length of Floor.				
West Float	No. 1 ,, 2 ,, 3	East Middle West	48	4	ft. 4 7 7	in. 9 9	ft. 25 25 25	in. 0 0	ft. 930 750 750		ft. 2,430	in.

Total length of floor of the Birkenhead Graving Docks 2,430 o Liverpool ,, ,, 12,489 to

Total 14,919 10

The warehouse accommodation is extensive, and every modern appliance for dealing with the largest ships of the world and their cargoes is provided.

Charges. — On vessels entering the docks, dock tonnage rates; not entering the docks, harb. rates, with wharf rates if piers, landing stages, or quays be used. On goods, if imported or exported, foreign, dock rates and town dues; if coastwise, town

dues only.

Pilotage.—District. Compulsory inward pilotage extends from the Middle Mouse, on the coast of Anglesea, to the river Mersey; and compulsory outward pilotage from the Mersey to the fairway buoys of the sea channels of the Mersey. Rates. Inwards:— From Middle Mouse Island, on the true bearing of south, or from any point between the Middle Mouse and Great Orme Head Lighthouse on the same bearing 9/; from Great Orme Head Lighthouse on the true bearing of south, or from any point between the Great Orme Head Lighthouse on the above bearing and the Queen's Channel bar 8/ foot. Outwards:—To the bar light vessel, if the vessel proceeds through the Queen's Channel, or to the north-west buoy of Hoyle, if the vessel proceeds through the Rock Channel, 4/ foot; coasting vessels pay one-half of the above rates in proportion for every half-foot, but no allowance is made for any dft. above or under half a foot, and no vessel shall pay for less than 8ft; from any point between Middle Mouse and Ormes Head to Liverpool 9/,* inwards; from any point between Middle Mouse and Ormes Head to Beaumaris or Holyhead to/; from any point between Middle Mouse and Ormes Head to Lancaster Sound or Pile a Foudre 13/; from Ormes Head to Liverpool 8/*, from Liverpool to bar lightship or Horse Channel, fairway buoy 4/,* outwards; to river Dee 8/; to Lancaster Sound, Pile a Foudre, or Beaumaris 10/; to Ormes Head 8/; to Point Lynas or Isle of Man 9/; to Holyhead 11/6; to Tuskar, Bristol Channel, Clyde, or Belsast 14/; to Start Point 19/; to Dungeness 24/; Liverpool, trial trip, not farther than NW. lightship and back 8/* soot; coasting vessels one-half the above rates; every additional foot and every half foot charged proportionately, but no allowance made for anything under half a foot. All vessels drawing less than 8tt to be charged the 8st rate. Transporting Rates and other Pilotage Charges: - For a vessel of any dit., from any dock in Liverpool or

^{*} The rates marked * are compulsory.

Birkenhead, or river, to any other dock in Liverpool or Birkenhea I, or river 20/; ditto, Garston, or vice versa 40/; ditto, any landing-stage or pier and back to river or dock 20/. If the services of a pilot be required on board a vessel while at anchor in the river Mersey, day 5/. If a pilot be carried away under circumstances of unavoidable necessity, he shall be allowed 10/6 day for every day and part of a day until he can return to duty; and if he be landed to find his way back to Liverpool, from any of the undermentioned places, or if he be sent to a vessel at any of the said places, he is to be allowed travelling expenses as follows-viz., to or from Mostyn or any place on the western shore of the river Dee, or Fleetwood 10/; for any greater distance not further than from Holyhead or Pile a Foudre 20/; ditto Dublin 30/; ditto Glasgow, Belfast, Waterford, or Bristol Channel 40/; ditto Queenstown or Londonderry 50/. All inward-bound ships, except coasting vessels in ballast or under 100 tons register, are subject to compulsory pilotage, and must display a signal for a pilot on coming within the limits of the outer pilot station, viz., when the Middle Mouse bears S. by W. 3 W. by compass, under a penalty of £5, and must take a pilot from the first pilot boat which shall display the usual signal offering a pilot, under a penalty of double pilotage in each instance of omission to take a pilot when offered. Outward-bound ships liable to compulsory pilotage must take the first pilot who offers.

Towage.

Ship's Tonnage.	Direct to Bell Buoy.	Orme's Head.	Point Lynas.	Sker- ries.	Holy- head.	Bard- sey.	Tuskar.
	L	£	£	£	£	£	£
150 to 200	5	10	14	17	30	28	40
200 ,, 300	6	11	15	18	21	30	45
300 ,, 400	7	12	16	19	, 55	32	45 48
400 ,, 600	8	14	18	22	, 26	32 38	55
600,, 700	9 1	15	20	24	28	42	
800 ,, 1.000	10	17	22	27	32	46	65
1,000 ., 1,300	12	20	25	30	35	52	75 80
1,300 ,, 1,600	13	21 .	28 ,	33	35 38	56	80
1,600 ,, 2,000	14	23	30	36	42	62	90
2,000 & upwards	15	25	33	40	47	70	100

Extra towage for vessels over 800 tons 50/, and under 800, 40/ per hour. River Towage:—

From.	Pier to River.	Pier to Pier.	River to Pier.
Tons.	£ s. d.	£ s. d.	£ s. d.
150 to 200	200	2 0 0	2 0 0
200 ,, 300	200	300	3 0 0
300 ,, 500	300	400	500
500 ,, 1,000	400	5 0 0	600
1,000 ,, 1,200	500	600	700
Upwards	500	600	800

River to Garston, under 200 tons £4; under 400, £5; under 800, £8; over 800, £10. From south of Tranmere Slip to any pier north of Prince's Dock Basin £3 extra; from any part of the river to Brunswick Pier £2 extra. These extra charges apply to vessels over 800 tons; for vessels under 800 tons £1. Hanging-on in river.

—Vessels under 700 tons 30/ hour; above 700 tons 40/ hour. Attendance on vessels clearing anchors.—Over 800 tons 50/; under 800, 40/ hour. On ships.—For the first three hours £2 hour, and 30/ hour for any number of hours beyond the first three. If em-

ployed from 6 a.m. to 6 p.m., or 6 p.m. to 6 a.m. £11 11s. the above rates exclusive of the use of hawser. To sea or down Channel, and tug ordered to return with ship, to be paid the full, and one-half towage for distance towed. From pier or river to between Rock and Crosby Lightship and back to river, half towage to Bell Buoy; from pier or river to between Crosby and Formby Lightships and back to river, full towage to Bell Buoy; from pier or river to between Formby Lightship and Bell Buoy and back to river, full and half towage to Bell Buoy. Towage charged by the hour if the tug is taken beyond the stage agreed upon. If a tug is engaged to tow a ship to any port or station, but through stress of weather or other unavoidable circumstances she is separated from the ship, the tug to be paid pro rata for the distance towed All engagements made for towing from sea to be to river only, unless the vessel can be taken direct to the pier on the same flood tide as she is towed up. When a tug is ordered, attends, and is not employed, the vessel to pay one-half the rate of towage of such ship from pier to pier. Note -Other towage rates are sometimes substituted for these by special agreement. Charge for hawsers.—Under 500 tons: In river £1; Bell Buoy £2; beyond Bell Buoy £4; beyond Holyhead £5. Over 500 tons: In river £2; Bell Buoy £4: beyond Bell Buoy £8; beyond Holyhead £10.

Officials.—Sec., E. Gittins; Engineer, G. F. Lyster; Solicitor, A. T. Squarey; Chief Accountant, W. H. Livesey; Harb. Master, H. M. Liardet; Supt. of Pilotage, R. P. J. Simpson; Water Bailiff, F. O. Simpson; Assist. Harb. Masters, D. E. K. Grant, G. Wilson, T. J. Shepherd: Dock Masters, W. Parry, Grant, G. Wilson, T. J. Shepherd: Dock Masters, W. Parry, J. T. Gould, C. Leggett, W. Long, S. Molyneux, O. Pritchard, G. Palmer, J. L. Harris, R. A. Crafter, W. Wilson, J. T. Partridge, D. R. Dean; Traffic Mans., G. B. Proctor, supt., T. W. Hawkins, R. Sutherland, J. Garniss, J. Grundy, L. J. Watson, F. E. Sharpe; Dock Warehouse Supts., G. B. Proctor, W. S. Brice; Principal Examiner, W. Maddox; Receivers of Dues, T. J. Farrell, J. Halsall, J. H. Montgomery, E. James, LLANDULAS, Carnarvonshire. Near River Clwy. There are

lifeboat station.

LLANELLY, Carmarthenshire. On the river Bury, 14 miles S by E. of Carmarthen. Lat. 51° 40' N; long. Pop. 24,000. Auth. Harbour Commissioners, 4° 0' 25" W. acting under Acts 53 Geo. III., c. 183; 6 and 7 Vict., c. 88; 21 and 22 Vict., c. 72; 27 and 28 Vict., c. 203; 31 and 32 Vict., c. 132; 41 Vict., c. 83. P. C. THW. 6h. 16m; Sp. rise 25ft; N. rise 18 ft. D. on bar at LWST. 6 to 8ft. W. prev. SW. Rys. L. & N.W. and G.W. Tr .- I. General; E. Metals and general. LV. 1,000 to 1.100 tons. Docks, &c. :-

4 jetties used for loading stone, but no harb. A

Name.	Accom'dates Vessels of Draught.	Length.	Width. En.gates	Remarks
Llanelly or NewFloatingDock Copper Works Dock	37	ft.	ft. 311 31	For v. of 17ft dft.
Dock Carmarthenshire Patent Slip Cradie	reg. ton.	380 150	21	Dries. For v. of 14ft at ST. and 8ft at NT.

Charges.--Dues 1d ton on all goods, and 1d package as per tariff. Buoyage dues 1d reg. ton; light dues \(\frac{1}{2} \)d ton.

Pilotage.—District. All vessels bound in over Burry Bar shall hoist a pilot signal immediately they pass a line drawn from the Helwick Lightship to Caldy Light. No definite marks laid down. No pilots are to quit the vessels under their charge until the Worm's Head be open from Burry Holmes, unless the captain directs. The cruising ground is from W. of the Helwick Lightship and E. of the Worm's Head. Rates:—

Tons	Register.	STATION West of Lig	N No. 1, Helwick ght.	West of	No. 2, Helwick, Worm's	STATION Eas Worm's	. 01
		s.	d.	s	d.	5.	d. –
Under	100	1	6	1	0	1 1	0
,,	125	2	6	2	o	1 1	6
"	150	3	6	. 2	6	2	0
,,	175	4	6	3	6	! 2	6
,,	200		6	4	6	3	6
;;	225	. 5	6	. 5	6	. 4	6
"	250	7	6	6	6	. 5	6
,,	275	8	6	7	6	. 6	6
"	300	9	6	8	6	7	6

And 1s. in addition for every 25 tons beyond 300.

Rules for the payment of pilots' hobblers taking charge of ships or vessels trading over the bar, and bound to Llanelly, Pembrey, Burry Port. Limit No. 1:-If a plot be taken on board as far to the westward as to bring Rhossily Church open to the westward of the Holmes, under 40 reg. tons 1/9; with an advance of 3d foot on every additional 25 reg. tons. Limit No. 2:-If taken on board within No. 1, but to the westward of No. 4 buoy for Burry Port, or No. 6 for Llanelly, under 50 reg. tons 1/; and 3d foot for every additional 25 reg. tons. Pilots taken on board inside buoy No. 6 when bound for Llanelly, or inside No. 4 when bound for Pembrey, 2/6 each for hobble. If any vessel shall evade being boarded by a pilot in limit No. 1, she must pay for limit No. 1, although boarded above that limit, beside the penalty of refusing a pilot. Outwards: - Under 50 reg. tons 6d; and 3d for every additional 25 reg. tons. Each vessel to pay 1/ for the boat. Vessels proceeding above Llanelly pay as follows, in addition to the rates inwards and outwards from Llanelly:-From Llanelly to Penclawdd, under 50 reg. tons 3/6; from 50 to 100, 4/6; from 100 to 150, 5/6; from 150 to 200, 7/ each vessel. To Spitty, and vice versa, under 50 reg. tons 5/; from 50 to 100, 7/; from 100 to 150, 9/6; from 150 to 200, 10/6 each vessel. And from Penclawdd to Spitty, and vice versa, as follows: - Under 50 • reg. tons 3/6; from 50 to 100, 4/6; from 100 to 150, 5/6; from 150 to 200, 7/ each vessel. The following rates of harbour pilotage for all vessels under 50 reg. tons 2/; under 75, 2/6; under 100, 3/ each vessel; and 6d tor every 25 reg. tons. For removing from or to Llanelly and Pembrey:—Under 50 reg. tons 3/6; under 75, 4/6; under 100, 5/6 each vessel; and 1/ for every additional 25 tons. For removing from Pembrey Harb. to Burry Port, and vice versa:-Under 50 reg. tons 3/6; under 75, 4/; under 100, 4/6 each vessel; and 6d extra for every additional 25 reg. tons.

Officials.—Clerk to Harb. Comm., J. Jennings; Harb. Master Llanelly, Capt. T. Jones; Dock Master Llanelly Ry. & Dock Co.'s Dock, Capt. Lowther; Dock Master Cambrian Dock, J. Gibson; Dock Master Copper Works Dock, J. Gibson; Resident Superintendent of Llanelly Ry. Dock Co., W. H. Ludford; Coll. of Dues, Pilotage, &c., A. Stone; Coll. of H.M. Cust., T. E. Fielding.

LONDON. The capital of the United Kingdom. Lat. 51° 30° N; long. 0° 5′ W. On the River Thames about 50 miles from its mouth. The limits of the port are from London Bridge to the Naze at Walton. The River Thames is under the jurisdiction of the Thames Conservancy Board, whose rights extend from Cricklade to Vantlet Creek, and to the Crow Stone near Leigh in Essex. All along the river on both banks are numerous warehouses, and wharves where vessels may load and discharge, all these being provided with hydraulic and steam cranes, &c. These are owned principally by private firms, Railway Cos., &c. The shallowest part of the navigable channel of the estuary is to the south of the Leigh Middle Bank. about a mile above Southend, where the depth is 24ft at LWOST. HW. f. and c. at London Bridge at 1h 58m; Sp. rise 20½ft; N. rise 17½ft. There are four principal Dock Cos.—The London & St. Katharine's, the East & West India (who own the Docks at Tilbury), and the MILLWALL, on the north side of the river, and the Surrey Commercial Docks on the south side.

Harbour Dues, payable to the Thames Conservancy, are from

d to dd per ton.

Pilotage.-Rates for pilots licensed by the Corporation of Trinity House of Deptford Strond, or acting as such under the authority of the Acts of Parliament, 6 Geo. IV. c. 125, 16 and 17 Vict. c. 129, and 17 and 18 Vic, c. 104, for piloting ships and vessels within the limits mentioned in the table on pp. 247, 248. From sea in or out of Ramsgate, Margate, Dover, or Sandwich Harbs. 5/ ft dft. For vessels ex. 22ft an increase in the rates for each foot or part of a foot, in the same proportion as between 22 and 23ft. For putting a pilot on board a vessel, either from the cutters or from the shore, 60 and under 150 tons 20/, 150 and under 250, 25/, 250 and under 400, 30/, 400 and under 600, 40/, 600 and under 1,000, 50/, 1,000 and upwards 63/. Vessels not ex. 70 tons, chiefly laden inwards with fish, corn, or other provisions, pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates, viz., from sea to London or vice versá 94/6, Gravesend to London or vice versá 25/. Vessels ex. 70 tons and not ex. 100 tons, chiefly laden inwards with fish, corn, or other provisions, pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates for the outward voyage, viz., from London to Gravesend 25/, to the Nore 58/, to the sea 105/. A pilot taking charge of a foreign vessel, on board of which there may not be any individual qualified to interpret his orders, is authorised to employ a person to assist him as leadsman or interpreter; provided it be distinctly understood that the necessity for the employment of such person shall be proved to the satisfaction of the Corporation of Trinity House, in which case only the following rates shall be chargeable in addition to the regular pilotage, viz., for the whole run from sea to Gravesend 50/, from Gravesend to sea 20/. The additional rate, for intermediate portions of a foot, in the

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Charles	Citatinami (1 Blackstakes	5 1 18 2	-	4	112	183	10	2	61	+	4	<u>.</u>	Ś	5	7	ν.	+		•	-11	_	_
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dt, to be regulated as follows, viz., for 3in and under no addition, for more than 3in and under 9in, the medium between the two rates, for 9in and upwards, the rate for the next foot. For removing a ship cr vessel from moorings into a dry or wet dock, or from one part of the river situated above Blackwall to another part of the river so situated, for a ship under 300 tons 15/; of 300 to 600, 21/; of 600 to 1,000, 31/6: above 1,000, 42/. In the Thames above (travesend, for a boat of a class carrying an anchor of above 4 cwt with a corresponding tow-line 42/, for a boat of a class carrying an anchor of above 2 cwt, 21/, for a boat of a class carrying an anchor under 2 cwt, 15/. Per trip for the whole distance from Gravesend to London, and in proportion for any part of that distance, and for each man's service in those boats 8/ tide.

Towage.—As per agreement.
Officials.—Sec. to Thames Conservancy, J. II. Gough; Harb. Masters—London, Capt. L. Bowen: Charlton, Commr., J. Fitzgerald, R N.; Gravesend, Capt. R. Marsden: Controller-Gen. II.M. Cust., J. J. Weir; Coll. II.M. Cust., H.

indsay

PARTICULARS OF VARIOUS DOCKS IN LONDON.

B.—Blackwall.	L.—	Limehou	se. T	HW.—	Trinit y H	igh W	ater.	
Name of Dock.	Area.	Width of en- trance.	Length between gates.	Depth on sill THW.	Outer LW depth.	Ow	ned by.	-
London Shadwell, No. 1 No. 2 Wapping Hermitage St. Katharine's Royal Victoria Royal Albert, No. 1 , , , No. 2	acs. 40 — — — — — — — — — — — 90 90	80 80 80	ft. 350 180 167 150 180 330 550 550	ft. in 28 26 23 20 28 28 36 30	8 8 16 10	S	ondon & t. Kath. Oocks Co.	is Joint Committee.
West India Import West India Export South-West India Junction Dock. River Entrance. Blackwall Basin River Entrance. South Dock Basin South Dock River En. B. Do. Least India Import Do. Export Do. Basin Upper River Entrance. Lower Do Collier Do. Tilbury Tidal Basin Do. Main Dock.	261 1 61 51 171 8 6 6 6 5 171	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	B162 L1501 B160 L151 no lock 155	B24 L22	21 21 21 21 21 21 21 21 21 21 21 21 21 2	: Di	East & West India ss. Co., Ld.	Now under the London and India Docks Joint Committee
Millwall Albion. Basin.	23 38 111	80 80 SUI	1 555 450 RREY C	45 28 OMME	26 - RCIAL	I C	il. Dock o., Ld. KS.	
Canada. Island Stave Russia. South.	151 31 51 14 6	There ar	e fourrive	rentrano		e Dock	s, viz.—	
Greenland, Norway Lady. Timber Ponds.	91 81 73	Greeenla Lavende	ath Dock and Dock or Dock Dock		ft. 220 209 320 250	ft. 48 42 1 34 50	ft. 28 18 18 18 28	

THE LONDON & INDIA DOCKS JOINT COMMITTEE, under the London & St. Katharine and East and West India Docks Act, 1888, are now working the undertakings of both the London and St. Katharine's, and the East and West India Docks.

THE LONDON & ST. KATHARINE DOCKS. In addition to the above docks, an extensive railway depôt in East Smithfield (in connection with the docks); and the Cutler-street warehouses, in Houndsditch and Bishopsgate, City. The St. Katharine Docks adjoin the London Docks. Both these docks have large warehouses and sheds specially adapted for housing, working, and showing wool, tea, coffee, indigo, cigars and manufactured tobacco, cried fruits, sugar, flour, ivory, spices, bark, gums, metals, drugs, cotton, bacon, &c. The vaults beneath the

warehouses hold about 65,000 pipes of wine, 10,000 puncheons of spirit, 6,500 tons of oil, 50,000 hogsheads of brandy, 8,000 puncheons of rum. The Royal Victoria Docks are just below Blackwall. The Royal Albert Docks are a prolongation of the Royal Victoria Docks, with which they are connected by a short passage, 80ft long. The two docks are together 24m long. The new deep-water entrance to the Royal Albert Docks, which provides a third means of access to the docks, where vessels of large size may lie, is 550ft long by 80ft wide, and has 36ft of water, allowing margin for the largest draught merchant vessels affoat, and there is also extensive wharfage acen., and a large landing-stage upwards of 1,000ft long. These docks are in direct communication with the London and St. Katharine's Docks and all the different railways. In the Royal Victoria Dock is special accommodation for receiving and storing Australian and New Zealand sheep and American beef and mutton in refrigerating chambers capable of holding 60,000 carcases at a time. Special facilities also for landing and storing grain. Extensive shed accu. Docks are lighted by electric light, and afford accu. for the largest vessels. In the Albert Docks are two dry docks, one 502ft, in length, the other 410ft. The Gallions Hotel (Albert Dock) is the property of the Dock Co. The Railway Depôt, East Smithfield, is connected with the docks by frequent trains. Here goods are distributed for the warehouses, for London, and for all parts of the kingdom. The Cutler-street warehouses occupy four acres in the centre of the City, and are largely used for the storage of valuable property. There are cranes of the most approved type provided throughout the entire system of docks, and there is also a floating steam crane capable of lifting 30 tons, available for service at any part of the docks; together with shear-legs, worked by steam, to lift heavy weights up to 60 tons, and a hydraulic crane to lift about 15 tons. The charges of THE LONDON & St. KATHARINE DOCKS Co. and the EAST AND WEST INDIA DOCK Co. include so many different classifications and special descriptions that space does not allow a record of them. Indeed the same remark applies equally to the charges of all the London companies.

THE EAST AND WEST INDIA DOCK estate comprises the East India Docks at Blackwall, the West India Docks at Poplar, the Tilbury Decks opposite Gravesend, the Depot in Commercial-road, and the warehouse in Crutched Friars. The East India Docks and West India Docks (213 acres of land and 127 acres of water, with warehouse accommodation for 212,000 tons,) are in direct com-munication with all the principal railways. The crange power consists of 222 hydraulic and 19 steam cranes—also of two floating derricks (lifting power 20 and 30 tons respectively). At the West India Docks there is extensive accommodation for the timber trade and frozen meat business, also a depot for wines and spirits (storage capacity 40,000 puncheons). The docks at Tilbury, about 20 miles from London Bridge, in direct communication with all the principal railways, comprise a tidal basin and inner docks, and some 450 The quays of the tidal basin (water area 19 acres; acres of land. depth from 45ft HWST, to about 26ft LWST.) are fitted with sheds and cranes for the discharge and loading of baggage and cargo. At the NW. quay there is a large business in transhipment and other goods to and from the Continent. On the SW, side of the basin a

coaling jetty with hydraulic cranes is provided for the discharge of coal from colliers into barges or railway trucks. A large hotel, fitted with all the most recent improvements and lighted by electricity, stands on the river bank within 100yds of the entrance and the baggage warehouse. The lock leading from the basin to the inner clocks is 80ft wide and 700ft long. Parallel with the lock are 4 dry docks, which can be entered from either the basin or inner docks, the two larger (width 70st, depth on sill 35st) and the two smaller dry docks (width 60st, depth on sill 27st) have a length which can be varied (by means of movable caissons) from 400 to The inner docks (depth 38ft) consist of a main dock (1,000ft long, 600st wide) and three branch docks (1,600st long. 300st wide). The quays of these docks (1,300 ft in length) are fitted with 24 sheds (each 300't long and 120st wide), with lines of rail in front and at the back of each shed. The cranage power consists of some 60 movable hydraulic cranes and leads, and a floating derrick capable of lifting 50 tons. Electric light is employed throughout the whole dock system.

Officials.—Joint Committee: Managers, H. W. Williams and E. H. Baily; Secretary, H. J. Morgan. London and St. Katharine's Dock Company: Secretary, S. J. Becher. East and West India Dock Company: Secretary, J. G. Broodbank. Superintendents: G. Cox (London and St. Katharine Docks), T. Beck (East and West India Docks), J. Megson (Royal Victoria Dock), W. Morrison (Royal Albert Dock), R. Adams (Tilbury Dock), A. Champ (Town Warchouses): Chief Engineer, R. Carr; Dock Masters, Captain J. H. Duckham (East India Dock); Capt. W. E. Dove (West India Dock): Capt. T. F. E. Ayles (Tilbury Dock): Capt. G. D. Taylor (London Dock): Capt. Irvine Ross (St. Katharine's Dock); Capt. C. Hogg (Royal Victoria Dock); Capt. G. B. Linch

(Royal Albert Dock).

Chief Office, Dock House, 109, Leadenhall Street, E.C.

THE SURREY COMMERCIAL DOCKS occupy nearly the whole of a peninsula in the Thames, between the Lower Pool and Limehouse Reach. The principal trade of these docks is in timber, grain, and seed. There are sheds for the storage of prepared wood goods covering about 20 acres, and granary accommodation for 300,000 qrs. The area of piling ground for the storage of wood cargoes is 222 acres. The length of the quayage available for use by vessels is about 5 miles. The Surrey Canal—the property of the Dock Company—which is over 4 miles in extent, and has an area of about 40 acres, runs from the docks at Rotherhithe to Camberwell, with a branch to Peckham. The docks are in communication with the L.B. & S.C. Ry., on the south of the Thames, and with the various railways on the north of the river. Charges.—Tonnage rates on steamers and sailing vessels vary from 3d to 1/ reg. ton. for dues, and 1d to 1d reg. ton for rent per week. Special rates for vessels wholly grain laden, and various exceptions and special rates.

Officials.—Sec., J. Griffin; Supt., S. Brownfield; Engineer, J.

A. McConnochie; Dock Master, Capt. Welch.

Chief Office, Dock House, 106, Fenchurch-st., E.C.

THE MILLWALL DOCKS are situate on the Isle of Dogs, immediately south of the West India Docks. Railway entrance from the Millwall Dock Station of the N.L. & B. Rys. River entrance from Limehouse Reach, just opposite the Deptford Victualling Yard, and about two-thirds of a mile south of the

LYNMOUTH, Devonshire. Lat. 51° 12' N; long. 3° 50' W.

A small port between Combe Martin and
Porlock. D, 15ft HWST. THW. f. and c. 6h 2m. A lifeboat
station.

LYNN, Norfolk. On the outlet of the Ouse into the Wash.

Lat. 52° 45′ N; long. 0° 15′ E. Pop. 18,540.

Auth. For the Harb. the Mayor, Aldermen and Burgesses; for the Docks, the King's Lynn Dock Company, under King's Lynn Dock Act, 1865, and Acts, 1877 and 1889. P. C. THW. f. and c. 6h; Sp. rise 23ft; N. rise 11ft. D. on bar or sill of dock ST. 25ft; NT. 18ft. W. prev. from SW. to NW.; most dangerous from NW. to NNE. Rys. G.E. and Bourn & Lynn Jn. (G.N. & M.) Tr.—I. Timber, deals, sulphur, ore, coal, oilcake, grain, linseed, cotton seed, &c.; E. Corn, flour, sand, coprolites, coal, oil, &c. LV. (salling) 1,297, (steamer) 2,400 tons, both at HT. Vessels cannot enter at LW. Accn. The harb. is about 1,000yds long, and 150yds wide at LW. area about 30 acres, with an avdepth at LW. of about 10ft, and provides accommodation for at least 42 ships, besides the quay spaces; and in cases of necessity the accommodation in the harb. could be greatly increased. Dredging has greatly improved the harb, there being now more uniformity of depth. There are two docks, viz., the Alexandra Dock, 6½ acres area, entered by a lock 200ft long by 50ft wide, with depth on sill of 25ft ST. and 18ft NT.; and the Bentinck Dock, with an area of 10 acres. There is also a patent slip 300ft long and 50ft wide, which can take vessels of 600 tons burthen. The quayage length is about 5,240ft; ample warehouse accommodation, hydraulic appliances, &c.

Charges.—Harb. and dock dues, town dues. Port dues—Estuary dues 1d per ton on goods; mooring dues ½d per ton; beaconage 1d per ton (regular traders pay only 2/ in any one year for this last); lastage, bar, flat, light, ½d per ton. Mooring dues ½d. ton; Norfolk estuary dues ½d. ton; Duchy of Cornwall, lastage on all grain shipped ½d quarter.

Pilotage.-District. Into or out of the port of King's Lynn, or between St. Edmund's Ness (or Gore End) and Staple Ware. In practice, the pilots conduct vessels between Lynn Harb. outhwards and the bell buoy in Lynn Lower Roads, northward. Rates, Not ex. 10ft, 1/6, ex. 10ft and not ex. 12ft, 1/9, ex. 12ft and not ex. 14ft, 2/, ex. 14ft, 2/6 foot dit. when loaded. No allowance made for any number of inches not amounting to half a foot. Additional rates for docking, undocking, mooring, and unmooring vessels or other extraordinary service, viz.: - Sailing vessels oversea.-Not ex. 100 tons reg. 4/, ex. 100 and not ex. 250 tons 5/, ex. 250 and not ex. 450 tons 6/, ex. 450 tons 7/6, for all steamers oversea 10/. Vessels coastwise.-For every service rendered beyond the ordinary pilot service 1/, for mooring a vessel 2/6, for every day after the first day a pilot is detained in the Channel on board any inward-bound vessel, 10/, for attending any outwardbound vessel which subsequently proceeds to sea without a pilot 2/6.

Towage.-By agreement.

Officials.—Gen. Man. King's Lynn Dock and Ry. Co., A. G. Russell; Town Clerk, Lynn, F. G. Archer; Coll. of H.M. Cust., A. Scott.

LYTHAM, Lancashire, near Preston. D. HWST. 17st. 6in., HWNT. 12st.

Official.-Capt. Bannister, Harb. Master.

MACDUFF, Banffshire. Lat. 57° 40' N; long. 2° 30' W.
Moray Firth. Auth. Owner, the Earl of Fife, under Act 10 and 11 Vict., c. 127, and the Macduff Harb. Order, 1875. Accn. Outer basin, 430ft × 150ft: inner basin, 700ft × 200ft; entrance, 85ft wide; quayage, 1,620ft. D. HWST. 14ft 6in to 16ft, and HWNT. 11ft. There is a portable steam erane of 3 tons' power, and hand cranes lifting 1 ton. W. On shore from W. to E.; most dangerous NE.

MAIDSTONE, Kent. River Medway is navigable to this place for vessels of 40 to 50 tons. Ry. SE.

MALAG HARBOUR, Argyllshire, W. const of Scotland. D. There is 3 fms. at L.W., and a good pier anchorage in 5 fms.

MALAHIDE, Co. Dublin, Ireland. Lat. 53° 28' N; long.
6° 8' W. 6 miles from Dublin. Auth. Owner,
Lord Telbot de Malahide. Used by small colliers.

MALDON, Essex. Lat. 51° 44′ N; long o° 40′ E. Situated at the confluence of the Blackwater and the Chelmer. There is no regular harb. D. Dry at LWST., vessels of 12ft dft. at HWST.

MAN .- See Isle of Man.

MARAZION, Cornwall. Lat. 50° 7' N; long. 5° 17' W. 3 miles W. from Penzance. Small vessels bringing timber, coals, and iron for use in the neighbouring mines.

MARGATE, Kent. Lat. 51° 23′ N; long. 1° 23′ E Auth.

Trustees, under Acts, 1812, 52 Geo. III., c. 186;
1826, 7 Geo. IV., c. 31; 1871, 34 and 35 Vict., c. 120; 1878, 41
and 42, Vict., c. 114. THW. f. and c. 11h 45m. Accn. Harb.
6 acres in area, dries at LW. Length of quayage 900ft. D. 10
to 11ft HWNT., and 12 to 13ft HWST. An iron pier 1,460ft
long. W. Most dangerous N., NE., and NW. LV. One drawing
12ft. A lifeboat station. Three hand-cranes, one to lift 6 tons.
Trade: Coal, timber and bricks, in vessels drawing up to 6ft.

Charges.—Harb, dues: vessels discharging, 9d in the £ on ship's freight; Refuge dues 6d per ton reg.

Official.-Harb. Master, J. Petley.

MARYPORT, Cumberland. On the Ellen. Lat. 54° 43′ N; long. 3° 30′ W. Pop. 8,126. Auth. Harbour Trustees, under Acts, 1866 and 1868. P. NC. THW. f. and c. 11h 26m; Sp. rise 25ft; N. rise 19ft; D. on bar, LWST. nil; N. rise 2ft to 3ft. W. prev. and most dangerous W. to SW. Rys. L. & N.W. and M. & C. Tr.—I. Timber, grain, iron ore, &c.; E. Coal, steel rails, pig iron, railway machinery, &c. LV. 3,900 tons. No vessels enter at LW. Acan. Extensive quayage space

round the Old and North Harb, and the docks. Particulars of

	Length.	Width	Water Area,	Area of Basin.	Width of En.	D. of Water on Sil Sp. 1	Quayage
Elizabeth Dock Senhouse Dock Basin	ft. 600 850	ft. 240 300	acres 3½ 6 8	acres.	ft. 50 50	ft. ft. 20 1. 25 1. 25 1.	1,600 2,000
Slips, &c.	Lugth.		Height Sp.	of Tides N.	Owne	d by	Remarks.
Patent Slip Gridiron, on the River Ellen	ft. In co	ft. urse of	ft. const	ft. ruction.	Ritson	& Co.	{ For large vessels. Only small vessels can be

Steam cranes to 4 tons' power and every facility for rapid loading and discharging. Steam and other lighterage available. Rys, run alongside quays.

Charges.-Tonnage rates, inwards, with cargo: home trade 5d ton, foreign 6d; inwards without cargo, 21d per ton. Outwards: home 6d, foreign 9d. Harb. boat charges (chargeable on every vessel) vary from 1/6 to 21/, according to size.

Pilotage. - According to agreement.

Towage.-Coasting-Inwards: from sea, any distance under t mile, if ex. 30 tons reg. 1\(\frac{1}{2}\) dton; if not ex. 30 tons reg. 5\(\frac{1}{2}\). For waiting upon vessel ex. 30 tons reg. whilst anchor is being raised, and afterwards towing for any distance not ex. 1 mile 2\(\frac{1}{2}\) d reg. ton. Coasting—Outwards: from harb. to sea, if ex. 30 tons, 2d reg. ton; if not exceeding 30 tons reg. 5\(\frac{1}{2}\). Foreign—Inwards: from sea into harb. not ex. 2 miles 2\(\frac{1}{2}\) d reg. ton and 1\(\frac{1}{2}\) per ton extra if anchored; Outwards: from harb, to sea to a safe offing 2\(\frac{1}{2}\) d reg.

ton when laden, and 2½d reg. ton in ballast.

Officials.—Clerk to the Trust., F. Kelly; Engineer. Mr. Stockoe; Harb. Master, Capt. B. Nelson; Deputy Harb. Masters,

W. Davidson and A. Brennan. Hotels.—"Golden Lion," "Senhouse Arms," and "Star."

MEDWAY RIVER, Falling into the Thames at Sheerness; navigable to Penshurst. From Rochester Bridge to Sheerness (17 miles) it forms one of the best and safest harbours in the world. At Chatham is situated the Naval Dockyard.

METHIL NEW DOCK, Fifeshire, near mouth of Firth of Forth. P. NC. Auth. NB. Ry. Co. Ry. N.B. Accn. Acreage of the dock about 4\frac{1}{4} acres; THW. f. and c. 2h 30m. D. at OST. 23ft. Width of entrance, 50ft; quayage, 1,850ft. Three hydraulic coal hoists with runaway high-level sidings for empty waggons; also, hydraulic cranes of 30 cwt power. Large shed with hydraulic cranes for loading waggons under cover. Dock is lighted by electricity.

Charges.—Rates same as at Burntisland.

Official.—Harb. Master, Capt. Barnetson; Dock Supt., R. Morris; Coll. of Dock Dues, J. Taylor.

Hotel.—"Wemyss Arms."

. MEVAGISSEY, Cornwall. Lat. 50° 16' N; long. 4° 46' W. Auth. Trustees, under Act 15 Geo. III., c. 62, and Prov. Order 28 and 29 Vict., c. 76. Accn. Area 2\frac{1}{2} acres. D. Dry at LW., 18ft HWST., and 11ft HWNT. LV. 200 tons. W. prev. W., most dangerous SE. THW. f. and c. 5h 9m. A lifeboat station.

Officials .- Man. Trustee, J. S. Iago; Harb. Master, W. Robins.

MIDDLESBORO', Yorkshire. On the Tees, about 8 miles from its mouth and 4½ miles below Stockton (see also Stockton-on-Tees). Lat. 54° 34′ N; long. 1° 6′ W. Pop. 70,000. Auth. River Tees, Tees Conservancy Commissioners, under Tees Conservancy Acts, 1852 and 1875; Docks, N.E. Railway Co. P. NC. THW. 3h 55m; Sp. rise 13ft; N. rise 10½ft. D. on bar 17½ft at LWST.; the lowest depth on the bar at LWST. is 14ft. W. prev. and most dangerous are from N. and ENE. Ry. NE. Tr.—I. Timber, grain, flour, slates, iron ore, &c.; E. Manufactured iron and steel machinery, chemicals, general goods, bricks, clay, coke, coal, &c. LV. 2,729 tons net reg., 23ft 11in oft, 4,351 tons cargo. The entrance to the river Tees is between the N. and S. Gare breakwater, and vessels of 13ft to 15ft dft. can enter at LWST.

The Middlesboro' Dock is the property of the N.E. Railway Co. Area of 154 acres, depth on sill OST. 28ft. Length of quay wall, 3,145ft. Twenty-six cranes of from 35 cwt to 15 tons, and sheer legs capable of lifting 60 tons.

Graving Docks, &c.:-

Name.	Length.	Breadth	Depth on Sill	Н.	of T.	Owner.	Remarks.
1		-	OHW,	Sp.	N.		110.103
Graving Dock Patent Slip,	ft. 500 310	ft. 50 40	ft. in. 16 6	ft. 14 14		Tees Comrs. Ditto	For private use only
Hydraulic Slip .	400	44		16	11	Raylton, Dixon & Co.	
Patent Slip	500	40	**	12to	9 to	R. Craggs & Sons.	Length of cradle, 23oft.
East Slip	400	40			48	24,0	

Charges.—Dock dues on ships, dock dues, rates or tolls on goods and cattle. Dock police, 6d to 2s according to size. Charges for assistance in mooring ships. Dock charges on goods. Trimming charges, &c.

Pilotage.—Rates per foot. Tees rates from April 1 to October 1, 1/9; from October 1 to April 1, 2/. Tees river pilotage all the year round, 1/9. Tees rates for docking and transporting not ex. 200 tons reg., 5/; not ex. 400 tons, 7/6; not ex. 600 tons, 10/; not ex. 800 tons, 15/; not ex. 1,000 tons, 17/6; not ex. 1,500 tons, £1; not ex. 2,000 tons, £1 5s; ex. 2,000 tons, £1 10s. Ships over 400 tons reg. shall pay one halfpenny per ton on the excess of tonage above 400 tons, in addition to the above pilotage dues. Vessels having lee-boards pay 5/ in addition to the above rates. North Sea and East Coast. Pilotage as agreed.

Towage.-Light, to or from sea 31d; loaded, to or from sea 4d ton.

Officials.—Gen. Man. N.E. Ry., York, H. Tennant; Dock Supt., W. Bulmer; Dock Master, W. R. Curson; Harb. Master, J. Storm; Wharf Foreman, M. Adamson; Staith Master, G. Greener; Collector of H.M. Cust., C. Edwards; Sec. Tees Cons. Commis., J. H. Amos.

Hotel .- " Queen's."

MILFORD HAVEN (Port of), Pembrokeshire. Ltt. 51° 43' N; long. 5° 3' W. Ry. GW. THW. ft. and c. 6h 4m, and at entrance 5h 56m. An inlet of the sea, on the SW. coast of Pembrokeshire, entering from the S., and then striking suddenly towards the E. From St. Ann's Head to Pembroke Ferry, where it becomes the Cleddau estuary, it is 12 miles long revaries in breadth from \(\frac{3}{2} \) for 1\(\frac{3}{2} \) mile, though the ship channel is much narrower, owing to projecting mud flats and shelves. It has in the navigable parts a depth of from 5 to 14 fms., and branches off into numerous shallow bays and creeks. It is easy of entrance, affords good shelter, and forms one of the finest natural harbs in the kingdom. On St. Ann's Head, at W. side of entrance, are two fixed lights of the first order; and on Great Castle Head on N. side of haven, 4 miles W. of Milford, are two fixed leading lights for the guidance of vessels entering. There are also other leading lights further up the haven. lights further up the haven.

MILFORD HAVEN (Town of). Parliamentary borough and seaport, Hubberston and Steynton parishes, Pembrokeshire, on N. shore of the Haven, 82 miles SW. of Haverfordwest, and 275 miles W. of London by rail, and 260 via Severn Tunnel. 369 acres. Pop. 3,812; P.O., T.O., called Milford Haven. Milford dates from 1790, when it became the seat of a royal dockyard for the construction of ships of war. D. HWST. 22t, HWNT. 16ft. The New Docks at Milford recently opened have an entrance lock 70st wide and 55ost long; the depth on sill being 34st HWST. Water area of docks is about 20 acres. Dry dock 600st × 94st width at coping, and 70st at entrance. The dock entrance gates are open for about 3 hours each high water. Auth. The Milford Docks Co. These docks are capable of accommodating the largest vessels afloat, and are provided with several cranes (steam and hand), the most powerful being one of 20 tons; and a coalshipping machine, capable of shipping 150 tons per hour. The docks' sidings are in direct communication with the G.W.R. There is a passenger station, and large iron warehouses within the docks.

Charges .- These will be supplied on application to the Gen. Manager, at the Docks.

Officials .- Gen. Man., G. Birt, jun.; Sec., F. M. Brocklebank; Dock Master, J. W. James; Supt. of Cust., W. H. Bignold.

MILFORD, NEW (or Neyland). Seaport town, Llanstadwell parish, Pembrokeshire, on creek of Neyland Pill, opposite Pembroke Dock, 4 miles E. of Milford, 84 miles S. of Haverfordwest, and 273 miles W. of London by rail. P.O., T.O., called Neyland. New Milford is the terminus of the Great Western Railway, and here goods are put on board the Irish steamers. The railway runs down to the water's edge, and the haven (& mile wide) is crossed by steam ferry. The G.W.R. Co. have here extensive wharves and jetties, principally employed during the spring and summer season by steamers bringing over the Irish fish, and also by the local steam trawlers. Barn Lake Pill has been dredged out by the Company at great expense, and now forms a well-sheltered and secure harb, with 13ft at LWST. The wharves and jetties are provided with hydraulic cranes; and two hand cranes, respectively of 10 and 4 tons' capacity, are provided for heavy lifts. New Milford can boast of the finest gridiron in the United Kingdom. The pontoons for the Company's steamers on the Irish Service are 545/t in length, and the railway waggons are lowered on to them by large hydraulic hoists. There are also two coal drops.

Official.-Marine Supt., Capt. Squire T. S. Lecky.

Pilotage. - District. From Caldy Island, along the Coast to St. David's Head, and thence to Cardigan Island, and vice versal. Rates per foot. From a line drawn from St. Anne's Point to Sheep's Island, to any part of the harb. below a line drawn from Newton Noyes Point to Martin's Haven, under 14st, 2/6; 14st. and upwards, 3/6; from a line drawn from St. Anne's Point to Sheep's Island, or from Hubberstone Road, to any place above a line drawn from Newton Noyes Point, to Martin's Haven, in addition, under 14st, 2/; 14st and upwards, 2/6. Vessels inward-bound not boarded until they have passed a line drawn from Rat Island to Watwick Point pay one-fourth less than these rates, and if not boarded until they have passed a line drawn from Thorn Island to Great Castle Head one-half only of these rates; and if not boarded until they have passed the Stack Rock to a line to Newton Noyes Point to Martin's Haven, they are not chargeable with any pilotage, unless the masters require pilotage assistance. Additional rate for ships boarded without the entrance of the harb. : From a line drawn from Luney Point to Skokam Island 2/; if to the southward of St. Gowan's Head to Skokam Island 1/ foot; or from Caldy Island, eastward, or from the westward of the Grassholm, or 3 leagues without Luney Point £3 3s; six leagues without Luney Point, £4 4s; ten leagues, £6 6s. For services and assistance in the harb., not exceeding the following rates, at the discretion of the Sub-Commissioners: For a boat carrying an anchor above 6 cwt. with a corresponding hawser, if in Hubberstone Road, £2 2s.; each man in the boat each tide 5/; if below Hubberstone Road, a line drawn from the E. Point of Gilliswick, to the E. Point of Angle Bay, and above the Stack Rock, £2 12s 6d; each man in the boat each tide, 5/; if in Dale Road and the anchor is brought from Milford, £4 4s; or if carried off from Dale, £2 12s 6d; each man in the boat each tide 5/. For a boat carrying off an anchor 3 cwt., and not ex. 6 cwt., with a corresponding hawser, the boat and men to have three-fourths of the above specified sums. For a boat with an anchor 2 cwt., and not ex. 3 cwt., with a corresponding hawser, the boat and men to have one-half of the above sums. For unmooring a ship drawing 14ft of water, and upwards, and bringing her alongside the quay, or into Hubberstone Pill, from the situation first or second before-mentioned, for the pilot 21/; if with a boat, an additional sum of 10/6; each person employed, 5/. From the Third Station specified, for the pilot, 31/6; if with a boat, an additional sum of 10/6; each person employed 5/. Ships under 14ft dft. of water, to or from the situations before-mentioned, threefourths of the sums for the pilot; the boats and men as above specified. For new mooring a ship drawing 14ft in either of the above situations, for the pilot, 10/6; if with a boat, an additional sum not ex. 10/6; each person employed not ex. 5/.

Towage. - As per agreement.

MILLBAY .- See Plymouth.

MILLOM.—Creek of Whitehaven, on river Duddoon. D. HWST, 20ft, HWNT, 12ft.

Official.-Harb. Master, Capt. Morgan.

MILTON, Kent. Creek of port of Faversham. D. at Milton Quay 7ft HWST., and 4ft HWNT. D. at Crown Quay 9ft HWST., and 6ft HWNT.

MINEHEAD, Somerset. Lat. 51° 12' 45" N; long. 3° 28' 20" W.
Ry. G.W. Auth. Owner, G. F. Luttrell, under
an Act of Geo. IV. Accn. Area 4 acres. D. Dry at LW.; at
HWST. 26ft. Used by vessels of up to 300 tons. W. prev. W.
THW. f. and c. 6h 24m. Crane power to 5 tons.

Charges.—Keelages &d per ton reg.; coal and culm 2d per ton; timber 1/ per load.

Pilotage. - As per agreement.

Official.-Harb. Master, Henry Pulsford.

Hotels,-" Feathers" and "Beach."

MISTLEY, Essex. Near Manningtree, on Mistley water. See Harwich.

MONIFETH, near Dundee, Forfarshire. D. 9 to 12ft HWST. Charges.—Half of Dundee rates, collected at Broughty Ferry. Official.—Harb. Master, R. H. Bell.

MONTROSE, Forfar, at the mouth of the river Esk. Lat 56° 42′ N; long. 2° 16′ 9″ W. Pop. 15,000. Auth. Harb. Trustees. P. NC. THW. 1, and c. 1h 25m; Sp. rise 14ft; N. 11ft; R. of N. 8ft. D. on bar at LW. 15 to 18ft. Ry. Cal. & N.B. Tr.—I. Flax, hemp, and timber; E. Canvas, coarse linens, corn, cattle, smoked haddocks, pork, potatoes, &c. LV. accessible to the largest ships at HW. Accn. The harb. is formed by the outlet of the S. Esk, which falls into the sea between Scurdy Ness on the S. and the Annat Bank, which forms a natural breakwater on the N., leaving a channel 170yds wide, with a depth of 22ft HWST., and 17½ft NT. up to abreast the town quays. There is a wet dock of 3½ acres, entrance 55ft. wide, depth on sill at ST. 19½ft, NT. 15ft. There is also a deep water berth 350ft long, at which there is 20ft LWST. There is likewise a berth at the buoys in the river, with 20ft to 22ft LWS. The dock and town quays afford 1,200yds of wharfage. There is a patent slip 300ft long, 32ft. wide with 21ft at ST., and 14ft at NT. One crane of 6 tons' power. The river is being deepened.

Charges.—Harb. and dock rates and dues (tonnage rates) vary from 13d to 1/6 reg. ton; plank money 1/ to 6/6 each vessel, according to size. Ballast 10d, per ton put into hold.

Pilotage.—Rates :-

D	1	Vessels Foreign	from : Ports.		Ve	ssels (Coastwi	se.
Reg. Ton.		Inward Outwa	s and	Ir	ward	ds.	Ou	twards.
All	_ '	£ s.			s. c			s. d.
All under 50 tons		0 10		0	-	0	, 0	50
50 and under 75 tons	• • • •	0 16	0 1	0	10	0	. 0	6 0
75 ,, 100 ,,		1 0	o	0	12	0	0	8 о
100 ,, 150 ,,	• • • •	I IC	0	1	0	0	. 0	10 0
150 ,, 200 ,,		1 15	0	1	0	0	. 0	15 0
200 ,, 300 ,,		25	0	1	2	6	. 0	17 6
300 ,, 400 ,,	••••	2 12	6	1	5	0	` I	o o
400 ,, 550 ,,		3 0	0	1	10	0	1	0 0
550 ,, 1,000 ,,		4 0	0	2	13	6	: 1	66
1,000 ,, 1,250 ,,		4 10	0	3		0	1	10 0
1,250 ,, 1,500 ,,		5 0	0	3		6		13 6
1,500 ,, 1,750 ,,		5 10	0	ă		6	1	16 6
1,750 ,, 2,000 ,,		6 0	0	Ă		o	2	0 0
2,000 and upwards		6 10	0	7		6	2	3 6

Pilot master's fee 5% on pilotage. 'Tide's work of boat and crew as per agreement. Extra pilotage fee of one-half the inward pilotage dues to be paid by vessels moored fore and aft to both of the Stell buoys, and transported to or from the buoys from or to the dock or quays.

Towage.—In ballast 21d; loaded 21d ton.

Officials.—Harb. and Dock Master, Capt. James Hughs; Coll. of Shore Dues, L. S. Smith; Coll. of HM. Cust., — Wallace.

Hotels. - "The Queen's" and "The Star."

MORECAMBE, Lancashire. Auth. M.R. Co., by Statute 9 and 10 Vict. Accn. Crane power to 5 tons. D. on bar 21st LW., and 28st at HWST. LV. 560 tons at HW. W. prev. W. THW. at f. and c. 11h 30m. Steamers to London-derry twice a week.

Charges.—Lights and buoys 2d per ton home trade; 3d foreign.

Officials.—Gen. Man., John Noble, Derby; Harb. Master, I.

M. Sibbald.

Hotel .- "The Midland."

MORRISON'S HAVEN, Edinburghshire. Lat. 55° 59′ N; long. 3° 10′ W. Ry. NB. THW. f. and c. 2h 17m. Accn. A wooden pier 415ft long. Crane of 2 tons' power. D. Dry at LW; at HWST. 13 to 14ft, and at HWNT. 9 to 11ft. W. prev. W.; most dangerous NE. LV. 350 tons. Tr.—I. Cement, peat moss litter, manures, and oils; E. Coal, fire bricks, coal tar, iron goods, and fireclay goods. Sidings from NB. Ry. to loading and discharging berths.

Officials—Man., F. R. Luke, German Consular Agent and Man. of Prestongrange Coal and Fire Brick Co.; Harb. Master, H. Pow.

Charges.—Harb. dues 1d per ton reg. Shore dues 2d per ton. Crane dues 9d per ton.

Pilotage.—1/ per foot. Trimming 21d per ton.

Hotel.—" Queen's Arms," Prestonpans.

MOSTYN, Flintshire (see Chester). Lat. 53" 20' N; long. 3° 16' W. Auth. Owners, The Darwin & Mostyn Iron Co., Ltd. Ry. C. & H. Acen. Area 3 acres at LW.; quayage 500ft. Crane of 2 tons' power. D. Dry at LW., toft at HWNT., and 19 to 20ft at HWST. W. prev. W. and N. LV. 2,000 tons drawing 16ft 9in.

Hotel .- " The Mostyn Arms."

Official.-Harb. Master, John Dawson.

MOUNT CHARLES, Co. Donegal. Lat. 54° 38′ N; long. 8° 18′ W. A Pier, dry at low water, belonging to the Grand Jury of Co. Donegal.

Charges. Tolls on goods landed or embarked.

Official.-F. Gahan, C.E., co. surveyor.

MOUSEHOLE, Cornwall. Lat. 50° 2' N; long. 5° 32' W.
Nearest Ry., Penzance, 3 miles distant.

Auth. Commissioners, under a Prov. Order. Accn. A pier harb.

N. pier 317ft, S. pier 450ft. D. Dry at LW., 18ft HWST. W.
prev. and most dangerous S. to SSW. THW. f. and c. 4h 30m.

Charges. -2d per ton reg.

Official.-Harb. Master, Ben. C. Harvey.

Hotel,-"The Ship."

MOVILLE, Co. Donegal, creek of Londonderry. Dues same as Londonderry.

MULLAGHMORE, Co. Sligo. Lat. 54° 28' N; long. 8° 28' W. Auth. Owner, Evelyn Ashley, M.P. Accn. Area of harb. 2 acres. D. Dry at LW.; 14ft HWST. Protected by a breakwater. W. prev. S. and W. THW. f. and c. 5h 18m.

Official.-Agent, J. H. Kincaid, 6, Leinster-st., Dublin,

MUNDESLEY .- Sub-port of Yarmouth. Open beach. D. HWS. 91t.

Official.—Coastguard Officer, J. Mills.

MUSSELBOROUGH, Edinburghshire. At the mouth of the Esk, 5 miles from Edinburgh. Ry. NB.

NAIRN, Nairnshire. River Nairn. 15 miles NE. of Inverness. Auth. Corporation, under Prov. Order, 1863. Accn. Two piers. Crane power to 150 tons. E. pier has 161ft HWST, and 11st at L.W., and W. pier has 11 to 14st HWST. Bar shifts.

D. at entrance 11 to 14st HWST, and 8 to 9st HWNT.; 2 to 3st
LWNT. LV. 150 tons. W. prev. N. and NE. More water on bar with S. and SW.

Charges. - Anchorage 21d per ton reg.; coals 5d per ton, slates 1/ per M, manure 1/ perton, timber 2 percent. on value, fish 1d percwt. Officials.—Clerk, Wm. Laing; Harb. Master, J. M. Tolmie; Berthing Master and Pilot, J. Maclean.

Hotel .- "Harbour Inn."

NEATH and BRITON FERRY, Glamorgan. Neath.—Lat 51° 36′ 10″ N; long. 3° 52′ 0″ W.

Pop. 10,000. Auth. Harbour Commissioners, under Statutes 1843, 1874, 1878, and 1880. P. NC. THW. f. and c. 6h 3tm; Sp. rise 27ft. D. on bar practically dry, perhaps 2 or 3ft at LW. W. prev.

W. to SW. Rys. G. W. and N. & B. Tr.—I. Copper, iron, and zinc ores, wool, flour, timber, &c.; E. Coal, copper, iron spelter, fire bricks, &c. LV. about 2,000 tons at ST.

Briton Ferry.—The docks, which afford 13 acres of floating and 1c acres of tidal accommodation, are at the mouth of the river Neath. They are in direct communication with Aberdare and Merthyr, the coal and iron products of which can be shipped at Briton Ferry as they are at Cardiff and Swansea. There are hydraulic cranes for discharging ballast, ore, timber, and general goods, and tips for shipping coal.

Charges.—Harbour dues on vessels 2d reg, ton, Rates and tolls on goods. Tonnage rates on vessels entering the dock. Charges for use of tow ropes.

Pilotage.—District. From the outside of Neath Bar into the port and harbour of Neath, and vice versa. Rates per foot:—

For the pilotage of any vessel under	First Station. From outside of Neath Bar to the Layer, and to any distance between the Layer and southern end of Abbey Estate, and vice versă.	Second Station. From outside of Neath Bar to any distance lying between the inner termination of the First Station and the Abbey Pill, and vice versă.	Third Station. From outside of Neath Bar to any distance lying between the Abbey Pill and Neath Bridge, and vice versa.
So tons reg	s. d.	s. d.	s. d.
		1 7	19
So and under 100 to		1 10	3 0
100 " 125 "	1 10	3 0	2 3
125 " 150 "	2 0	2 3	2 6
150 11 175 11	2 3 2 6	2 6	3 0
175 11 200 11	2 6	2 0	3 3
200 11 250 11	2 0	3 0	3 6
250 ,, 300 ,,	3 0	3 3	4 0
300 1. 350 11	9 3	3 3	4.2
350 11 400 11	3 3	4 0	4 0
400 11 450 11	4 0	1 2	1 3
11 430 11	1	7 3	3 3

An addition of 3d per foot in respect of every 50 tons above 450 tons. No vessel to pay for less than 7ft. For conducting vessels from one station to another within the port, under 100 tons 3/, 100 and under 150 tons 4/, 150 and under 200 tons 5/, 200 and under 250 tons 6/, 250 tons and upwards 8/; to or from the Mumbles when specially retained, under 250 tons 4/ extra; 250 tons and upwards 7/ extra. Pilot boats and hobblers' fee 5/ included in the rates.

Towage.—Between the Outer Buoy and the Briton Ferry Docks. Inwards: vessels under 150 tons 2d; 150 tons and upwards 2½d reg. ton. Outwards: all tonnages alike 2½d reg. ton (subject to general towage regulations of the port). Inwards, per reg. ton: Outer Buoy to Layer or Giant's Grave 2d; to Abbey Coal or Crown Copper Works 2½d; to Mines Royal Copper Works 2½d; to Neath 3d; Mumbles Roadstead to Giant's Grave 3½d; to Abbey 4½d; to Neath 5d. Outwards, per reg. ton: Giant's Grave or the Layer to sea or Outward Buoy 2½d; Abbey Coal or Crown Copper Works to sea or Outward Buoy 3½; Abbey Pill or Mines Royal Copper Works to sea or Outward Buoy 3d; Neath to sea or Outward Buoy 3d; Neath to sea or Outward Buoy 3½d; Giant's Grave to Mumbles Roadstead 3½d; Abbey to Mumbles Roadstead 4½d; Neath to

Mumbles Roadstead 5d. Vessels that may require to be towed shorter distances, if not having been offered the steamer to tow them the whole distance from where they were laden or going to load, pay as under:-Layer to Giant's Grave and vice versa id; Abbey Coal or Crown Copper Works 11d; Abbey Pill or Mines Royal Copper Works 11d; Neath 12d reg, ton, Giant's Grave to Abbey Coal or Crown Copper Works 1d; to Abbey Pill or Mines Royal Copper Works 11d; to Neath 11d; Abbey Coal or Crown Copper Works to the Pill 1d; to Neath 11d; light vessels towed from Swansea to Giant's Grave 3d; ditto to Abbey Coal or Crown Copper Works when done in one tide 3½d; ditto to Neath ditto 4½d; ditto from Giant's Grave to Swansea ditto 4d; ditto from Neath Abbey to Swansea ditto 4½d; ditto from Neath to Swansea ditto 5d; loaded vessels towed to or from Swansea (in addition to the rate of towage from the various stations to the outward buoy) 3d reg. ton. All vessels not exceeding 30 tons reg. pay 3/6 for towage in or out, to or from Giant's Grave. Vessels 150 tons reg. and upwards 1d ton above these rates for all inward towage. Rates to hobblers.-Hobbler over the bar, to or from the Layer or Giant's Grave, or the southern end of the Abbey Estate 2/6 per vessel; hobbler over the bar, to or from Foxe's Coal Bank, or the Copper Works, or the Abbey Pill 3/; hobbler over the bar to or from Melincrythan wharf or Neath bridge 4/; hobbler employed in removing or assisting vessels within the harb. 1/6 per tide. For use of tow-ropes.—Vessels in the limits of the port 6/-; vessels from Swansea or Mumbles 12/; vessels requiring two tugs, half the above rates will be charged for the second boat. Vessels that have been offered the use of the steam tug to tow the whole distance from where they were laden or going to load, and having refused to take her, should they afterwards require her on that tide to tow, however short the distance, will be charged the same amount as if towed the whole distance from where the steamer was offered. Should there, on the other hand, be a greater number of vessels ready for sea, or coming in, than the steamers can tow, at any one time, on the same tide, then, and in that case only, those vessels which may follow under canvas, &c., and may afterwards require the assistance of the steamers, will only be charged according to the rates for distance.

Officials.—Neath Harb. Master and Coll. of Harb. Dues, Lieut. Gwyn Lewis; Briton Ferry Dock Master, E. Hodges.

NEWBURGH, Aberdeenshire. On the Ythan. A small harbbelonging to J. H. Udny, Esq., used for landing lime, manure, grain, and coals. D. at bar at LW, 1 to 1½ft. W. prev. SE. A stone pier 390ft. A lifeboat station.

Official.-T. Wilsone, solicitor, Aberdeen.

NEWBURGH, Fifeshire. On the Tay. Ry. N.B. T. Sp. rise 14ft to 16ft, N. rise 11ft to 13ft. Steamers run daily to Dundee and Perth.

NEWCASTLE, "Co. Down, Ireland. Dundrum Bay. Auth. Grand Jury of Co. Down, under Act 16 and 17 Vict., c. 136, s. 7. Accn. Area 1½ acres, dry at LW, rapidly filling up. Used formerly by vessels up to 200 tons. W. prev. S, SE, and E.

Official.-County Surveyor.

NEWCASTLE-ON-TYNE, Northumberland. Lat. 55° 1' N; long 1° 25' W. Pop. 145,360. Auth. Tyne Improvement Commissioners, by Acts 1850, 1857, and 1875; the N.E. Ry. own the Tyne Dock. P. NC. Tides:—

Tyne R. entrance	HW. f. c. 3h 20m	Sp. rise.	N. rise,	R, of N. 8ft
N. Shields	3h 23m	141ft	11±ft	8lift
Newcastle	3h 25m	15ft	100	oft
Elswick	T. 1.12	154ft	- 200	olft

D. on middle of bar at the entrance to the harb, is over 27ft at LWST. W. The Commissioners do not keep any record of the direction of the wind; most dangerous are from NNE. to SSE. Rys. N.E. and N.B. Tr.-I. Ales, wines and spirits, box and bale goods, canvas, jute, hemp, clay, colonial produce and wheat, grain, provisions, glass, manufactured iron, lead, livestock, ore, stones, salt, slates, oils, tallow, skins, esparto grass, timber, &c. ; E. Coals, chemicals, manures, cement, copper, manufactured iron, lead, paints, oils, tar, fire-bricks, fire-clay, &c. LV. Tyne Dock, "Hooper," 3,901 tons. No record is kept by the Commissioners of the dft of vessels entering, or of the time of tide when they entered. LV. Northumberland Dock, "Golconda," 3,961 tons. There are the following docks:—The Albert Edward Dock for I. and E. traffic. Water area 24 acres, tidal basin 28 acres, tidal entrance 8oft wide, lock 35oft long and 6oft wide. Depth of water on sill at HWST. 30ft, at HWNT. 26ft, outer lock sill 6ft deeper than sill of entrance, being 21st below LWST., so that vessels of 20st dst. can be locked in at LW. Length of quays inside dock 2,600st, of river wall or quay 900st. For the accommodation of grain and general merchandise of all kinds, there is a warehouse 200ft long by 100ft broad, containing six floors, and spacious cellarage, whilst on the quays there are efficient steam and hydraulic cranes for unloading and loading vessels direct to and from truck or warehouse with the greatest expedition. Inside the dock there is a large coal shipping staith, where vessels can bunker or load outward with coal, after discharging their inward cargoes. Opposite Northumberland Dock there are timber ponds covering an area of 89 acres, with direct access from the river. The Northumberland Dock, situated 1,200 yards above the Albert Edward Dock entrance, for general I. and E. traffic, is well provided with steam cranes. Water area, 55 acres; tidal basin, 21 acres; tidal entrance, 70ft wide; lock, 250ft long and 52ft wide; depth of water on sills at HWST. 24ft, HWNT. 20ft. Inside the dock there are jetties with a wharf behind 450ft long by 100st broad. Outside the dock is a riverside quay 1,100st long and 144st broad, having a depth of water alongside of 18st at LWOST. At the Commissioners' river staiths (between Albert Edward and Northumberland Docks) the largest class of steamers and sailing vessels requiring to load coal or coke without entering the docks can take in full cargo and proceed to sea at all times of tide. These docks and staiths are in direct communication by rail with the coalfields of Northumberland and Durham, and with all parts of the Kingdom. The Docks Estate of the Commissioners includes 273 acres of storage ground for timber, deals, ores, and other undamageable goods. Time Dock (belonging to the N.E. Ry. Co.) is on the S. side of the river, opposite the Northumberland Dock. Water

area, 50 acres. Three shipping jetties with 30 spouts for coal shipment; grain and other warehouses; hydraulic cranes, &c. Dry Docks, &c. (See also Jarrow):—

		di.	Jo t	IW.	Н.	of T.
Name.	Owner.	Length	Width of Entrance,	Depth of sill, OH	ST.	NT.
Hebburn Dry Dk	R. & W. Hawthorn, Leslie	ft.	ft.	ft.	A.	ft
	& Co., Ld	450	68	21	21	18
	Palmer's S. B. & J. C., Ld.	440	70	27	18	14
Patent Slip	Do. 100	600	21	1481	18	14
High Slip	J. and D. Morris	238	34	200	XX	3
Low	Do	350	34.1	**	11	3
Tyne Main Patent Slip	Tyne Main Slip Co	359	184	3.	9 to 12	6 to 9
St. Anthony's Slip	W. Brown & Son		40	**	90	7
St. Lawrence ,,	Do	200	35	34.	.92	7.
Friar's Goose	Tyne Wherry Co., Ld		17	220	24	20
	Tyne Gen. Ferry Co., Ld.	300	27	27	151	104
Howden	Tyne Commissioners Wallsend Slipway Co	500		20	15	12
wallsend Patent Sup T	wantend Supway Co	1,000	50	**	26	23
Wallsend "	The second second	1,000	50	201		23
Wallsend Pontoon	100.000	350	65	24	120	1000
" Gridiron		250		1337	24	2.
	Tyne Pontoon & D Dk Co		30	244	**	351
Villington Slin No 11	W. Cleland & Co., Ld	580	46	200	26	23
. No.2 5	Do.	620	57	13	26	23
	Middle Dock Co	322	50	176	124	-3
THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	CONTRACTOR OF THE PARTY OF THE	279	45	18	73	20
	T. & W. Smith	300	60	170	12	
-	H. S. Edwards & Son	426	46	22	15.	22
-	And the second s	305	42	153	94	4
		395	48	18	12	160
dercantile Dry Dock,	Jarrow	350	60	12	22	64

^{*} For steam tugs, lighters, or hoppers.

† Accommodates vessels 320ft long, 3,000 tons. ‡ Length of cradle, 210ft. § Length of cradle, 310ft.

Charges (Newcastle, North Shields, and South Shields).—River dues on shipping. Piers rate, ½d to 2d ton. Mooring rate, ½d ton. River tonnage rate, ½d and 3d ton. Dues on vessels not breaking bulk, 2½d ton. Use of Commissioner's moorings in river for loading or discharging cargo or ballast 1d & 2d per ton reg. Newcastle-on-Tyne Bridge dues, 2d ton. Export dues on coal, ½d ton. River dues on goods shipped or unshipped. Northumberland and Albert Edward Docks: Dock dues, inwards, 2d to 1/ per ton; outwards, 2d to 6d. per ton. Rates on goods. Wharfage on goods, Tyne harb. lights, buoys, and beacons dues, lights from 11d to 1/5, according to size, buoys and beacons 4d to 1/3, according to size. Tyne Dock: Dock dues, inwards, 2d to 1/ ton; outwards, 2d to 6d ton. Wharfage on goods. Dues on goods and cattle. Charges for assistance in mooring ships, and dock police. Special rates for grain and flour, foreign iron, spelter, &c., payable at Customs: Fairway buoys, each vessel proceeding N. 1/ (to Trinity House). Lifeboat, 1/ to 3/, according to size.

Pilotage. District. The whole of the river Tyne, and extending seaward over a radius of seven miles.

Rates (per foot);-		1 10	Oct. Mare	
		d.	5.	d.
Sea to Dock or from Dock to sea	2 1	3	- 1	6
Sea to Bill Point or Bill Point to sea	- 2	3	2	6
Sea to east side of Newcastle Bridge or the revers	0 2	q	2	0
Sea to Suspension Bridge at Scotswood or the revers	2 3	3	3	6
Dock to Bill Point or Bill Point to Dock	. 8	0	i.	0
Dock to east side of Newcastle Bridge or the revers		6	12	6
Dock to Suspension Bridge at Scotswood or vice very		0.	- 3	0
Bill Point to east side of Newcastle Bridge or vice vers		o.	1.0	o.
Bill Point to Scotswood Suspension Bridge or vice vern		8	- 1	0
East side of Newcastle Bridge to Scotswood Suspen		7		191
sion Bridge or vice veral		8	1	0

Not less than 1/ foot to be charged for pilotage between any two stations as above. Vessels exceeding 500 tons reg. pay 1d per ton on the excess of tonnage above 500 tons for pilotage from sea to any of the docks, and 1d ton extra for pilotage to any part of the river west of any of the docks, and vice versa, but in no case shall this extra tonnage rate be paid between a vessel entering and leaving the port more than once inwards to the docks, once from the docks westward, once from any part of the river above the docks to the docks, and once from the docks or below the docks to sea. Vessels having lee-boards pay 5/ in addition to the above rates. In the case of vessels bound from or to sea from or to any of the docks and unable from any cause to enter or proceed to sea the same tide, pilots must, if required, attend the first following available tide to dock such vessels, or take them to sea, as the case may require, without any additional remuneration. For docking or transporting (not covered by the above) from tier to dock or from dock to tier, not ex. 200 reg. tons, 5/; 400, 7/6; 600, 10/; 800, 12/6; 1,000, 15/; 1,500, 17/6; 2,000, 20'; ex. 2,000, 25/. In the case of vessels exceeding 400 tons, two-thirds of the above rates are charged for moving vessels from tier to tier or from tier to any dry dock within 300 yards. For pilot's attendance in harb,, when required on any vessels, when not ultimately engaged as pilot to such vessel, per day 7/6; for attending at the launch of any vessels in the river Tyne and conducting her to her mooring in dock or otherwise, not ex. 400 reg. tons 20/; 600, 25/; 800, 30/; 1,000, 32/6; 1,500, 35/; 2,000, 40/; ex. 2,000, 45/.

Towage.—The limits seaward, Souter Point S., Hartley Bates N., on the E. an imaginary line drawn three miles out to sea from the shore, and on the W. a line drawn southward across the river from the buoy on the Mussel Scarp, Low Lights, North Shields. Shields Harb. deemed to extend from the buoy on the Mussel Scarp to J. Young's West Dock Quay, South Shields. For the purposes of these rates, a ship one third loaded pays the loaded towage, below one-third to pay the light towage. Vessels towing down the river and going into either dock pay the same as if going to Shields. All vessels towing down the river and going to sea direct, pay the river towage and half the sea towage. Fishboats from Shields to Newcastle 15/; from Newcastle to Shields 12/; from Shields to sea 8/. Ships towed from sea to either dock direct—loaded 1½d; light 1½d, with a single boat. Ships towed out of the docks into the basin, or out of the basin into the dock, pay the shifting towage. But ships towed out of the river into the basin, or vice versa, to pay for one station. An addition of twopence to the shilling to be charged.

upon the rates from sea to Shields, or from sea to either dock, direct. Stations. The river is divided into six stations, making Shields one starting point, Newcastle the other:—Ist station, from Shields to either dock, Jarrow, or Willington Gut; 2nd station, from Shields to Hebburn and Wallsend; 3rd station, from Shields to Walker or Pelaw Main; 4th station, from Shields to Bill Quay or Felling; 5th station, from Shields to Dent's Hole or Tyne Main; 6th station, from Shields to Newcastle Screw Steamers Towage. Screw steamers, when light, whether steaming or not, same as other ships; loaded, when steaming, to be allowed one-fourth off the regular rates; not steaming, same as other ships. Towage Rates within the limits at sea into Shields Harb., and to either dock, and from either dock to sea, or a single station, for vessels below 150 tons:—

Statio	ii, ioi vessi	era neiom i	50 tons .—	<u></u>		
	Shiel	Sea to ds, or to Sea.	Sea to or Dock to	r	Dock to	to Dock, Dock, e Station.
Tons.	Light.	Loaded.	Light.	Loaded.	Light.	Loaded.
_ ,	& s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
40	0 10 0	0 10 0	0 14 0	0 14 0	o 6 6	0 9 0
50	0 10 6	0 11 0	0 15 0	0 15 0	070	096
60	0110	0 12 0	0 16 0	o iổ o	076	0 10 0
70	0 II 6	0130	0 16 6	0 17 0		ото б
8o	0 12 0	0 14 0	017 0	0 18 0	086	0 11 0
90	0 12 6	0 15 0	0 17 6	0190	090	011 6
100	0 13 0	0 16 0	0 18 6	100	090	0 12 0
110	0 13 6	0 17 0	0 19 6	1 1 0	090	0 13 0
120	0 14 0	0 17 6	106	1 2 0	0 9 0	0 14 0
130	0 14 6	0 18 0	1 1 0	1 2 6	0 9 0	
140	0 15 0	0 10 0	1 1 6	130	090	0 15 0
149	0 15 0	0 19 0	1 2 0	136	0 9 0	0 15 0
A 11 v/	essels abov	e IFO tone	Reitich	Loaded	Vessels Li	ght Vessels
		e 150 ions	DIMISH	per Re	g. Ton. pe	Reg. Ton.
	egister :—		_	- 1	d.	d.
Se	a to any pari	t of Shields I	larbour	1	t 🛉	11
Se	a to Tyne or		rland Docks		r 🖥	17
C1		(1 he sa	ime out to Se	a.)		
en Po	icias to eitne	r Dock, Jarr	ow, or Willing	gton	다.	야
Er.	CK TO DOCK	or a single 5	tation	••••	· ‡	•}
			• • • • • • • • • • • • • • • • • • • •		()	11
Simu	ng Tonnag	e:			Shift.	Per Shift.
37-		-				£ s. d.
V e	sseis above i	50 tons regi	ter-per reg.	ton o	o 🖁	0 0 1
	ssels below in under			_		
			• • • • • • • • • • • • • • • • • • •		50	040
,	under i					050
River	Towage	Vaccale	above 200	···· o	ter Fre	m Shields
		- V CSSCIS	above 200	o tons regu	Mer. Fit	
to the	following	stations :-	-	Loaded '		th Vessels
				per Reg	. Ion. per	Reg. Ton.
Sh	ields to eithe	Dock Jarn	ow, or Willing	mon .	ì	o} •}
Sh	ields to Wall	send			1	1
Sh	ields to Wall	ker, or Pelay	Main		ŕ	11
			ling		1	11
Sh	ields to Den	t's Hole, or	Tyne Main .	2	•	1 }
Shi	ields to New					1 1
			owing Stat		-	-
Ne	wcastle to T	vne Main, o	Dent's Hole	: 1	1	o l
Ne	weastle to F	elling or Bill	Quay	1	Ĭ	1
Ne	weastle to P	elaw Main, d	or Walker	1		z <u>1</u>
Ne	weastle to W	allsend		1		14
Ne	wcastle to W	illington, or	Jarrow Shields	2	_	1 g
Ne	wcastle to ei	ther Dock or	Shields	2		1 1
Newc	astle station	deemed to	extend from T	l'yne Bridge	to Ouseburn	i .

Vessels below 200 tons register. From Shields to the following stations:—

	Docks, Jarrow o Willing- ton.	Sta	nd ition. lsend.	Sta Wall Pe	rd tion. cer, or law ain.	Sta Bill (th tion. Quay, or ling.	De Ho Ty	ation. nt's ole, me nin.	Stat	th tion. castle.
Tons.	+		· +		*		*		*		+
40	66 9	a 8'o	110	0/6	13/0	11'0	15/0	12/6	17/0	14/0	100
50	70 9		11/6	10.0	14/0		16/0	13/6	18/0	15/0	200
60	7.6 10		120	11.6	15.0		27/0	14/6	19/0	16/0	21/0
70	8/0 10	6 100	12/6	12/6	16/0		18/0	15.6	20/0	17/0	22/0
80	86 II	0 10 6	13.0	130	17.0	150	190	166	21/0	180	23/0
93	90 11.			136	18/o	15/6	20.0	17 6	22/0	100	24 0
100	90 12			14 0	100	16/0	21/0	18/0	23/0	20.0	25/0
110	90 13	0 12/0	160	14/6	20 0	166	220	18 6	24/0	20 6	26,0
120	90 14	0 12,6	17/0	150	21/0	17,0	23/0	190	25/0	21/0	27/0
130	90 14	6 13/0	18,0	15/6	22 0	17/6	24'0	19/6	26 0	21/6	28 0
140	90 15	o 13 🛭	19/0	16/0	23 0	180	25/0	20/0	27/0	22/0	29/0
150	96 15	6 14 0	20 0	16/6	24/0	±8/6	26 0	20 6	28/0	22/6	300
160	100 17	0 14/6	21/0	17/0	25/0	19 0	27.0	21 0	290		31/0
170		0 15/0		17/6	26/0	196	28 0	21,6	30 0	23/6	32 0
180	11.6 19	0 15/6		18/0	27/0	20 0	29/0		31/0	24 0	33/0
190	12.0 20.	o 16/a	24 0	18/6	28/0		30/0	22/6	32/0	24/6	34/0
200	12,6 21	0 17/0	25/0	190	29 0	21/0	31/0	23/0	33/0	25/0	35/6

Below 200 tons register. From Newcastle to the following stations:-

	rst Station. Tyne Main, or Dent's Hole.	2nd Station. Felling, or Bill Quay.	3rd Station. Pelaw Main, or Walker.	4th Station. Wallsend.	Station. Willing- ton, or Jarrow.	6th Station. Docks, or Shields.
Tons.	r.+=e:+::	* 1 +			* 100	
40	6.6 9/0	8/0 110	9/6 13'0	11,0 150	12/6 17/0	14/0 19/0
50	170 96	90 11/6			13/6 18/0	15/0 20/0
60	7.6 100	96 12/0	11 6 150	130 170	14/6 19/0	16/0 21/0
70	80 106	10/0 12/6		140 180	15 6 20/0	17/0 22/0
80	86 11/0	10/6 13/0	13/0 17/0	15/0 19/0	16/6 21/0	18/0 23/0
90	90 116	11/0 140	13 6 18/0	15.6 20.0	17 6 22/0	190 240
100	90 120	11/6 15/0		16 0 21/0	18/0 23/0	20/0 25/0
110	90 130	12 0 16/0		16 6 22/0	18/6 24/0	20/6 26/0
120	90 140	12 6 17/0		17/0 23/0	19/0 25/0	21 0 27 0
130	90 146	13/0 18/0	15 6 22/0	17.6 240	19/6 26/0	21/6 28/0
140	90 15/0	13.6 19/0		18/0 25/0	20 0 27 0	22/0 29/0
150	96 15/6	14/0 20/0		18/6 26/0	20/6 28/0	22/6 30,0
160	10 0 17/0	14/6 21 0	17/0 250	190 270	21/0 29 0	23/0 31,0
170	11/0 18/0	15 0 22 0	17 6 26/0	196 280	21/6 30/0	23/6 32/0
180	11/6 19/0	15/6 23/0		20/0 20/0	22/0 31/0	24/0 33/0
190	12 0 20 0	16 0 24/0	18 6 28 0	20/6 30/0	22/6 32/0	24/6 34/0
200	12,6 21/0	17/0 250	19/0 29'0	21/0 31/0	23/0 33/0	25/0 35/6

Rates for towing vessels above Newcastle Bridge: (1st station) from Newcastle Bridge to Elswick Sheer Legs; (2nd station) from Newcastle Bridge to Scotswood Suspension Bridge; (3rd station) from Newcastle Bridge to Lemington and Blaydon. A tonnage rate for vessels above 200 tons register from Newcastle Bridge to the following stations:—

Reg. Ton. † Reg. Ton. †

Newcastle 1	to Elswick		17	oł.
	Scotswood		1	7
,,	Lemington or Blaydon		13	7 1
Blaydon to	Scotswood		į.	o
	Elswick		1]	_
"	Newcastle		14	1.
	Shifting tonnage say	ne as below Bri	dge.	
	• Light.		† Zoeded	

Vessels below 200 tons register. Newcastle to the following stations:

		ation. to Elswick.		tation. o Scotswood	3rd Station. Newcastle to Blaydon				
Tons.	Light. £ s. d.	Loaded.	Light.	Loaded.	Light.	Loaded.			
40	066	0 9 0	080	0 11 0	0 9 6	0 13 0			
50 60	0 7 0	096	0 9 0	011 6	0 10 6	0 14 0			
	076	0 10 0	096	0 13 0	011 6	0 15 0			
70	080	0 10 6	0 10 0	0 12 6	0 12 6	0160			
80	086	0 11 0	0 10 6	0 13 0	0 13 0	0 17 0			
90	090	011 6	0 11 0	0 14 0	0136	0 18 0			
100	090	0 12 0	0116	0 15 0	0 14 0	0 19 0			
110	090	0 13 0	0 12 0	0160	0146	1 0 0			
120	0 9 0	0 14 0	0 12 6	017 0	0 15 0	1 1 0			
130	090	0 14 6	0130	0 18 0	0 15 6	120			
140	090	0 15 0	0 13 6	0190	0160	130			
250	096	0 15 6	0 14 0	100	0166	140			
160	0 10 0	0 17 0	0 14 6	110	017 0	150			
170	0 11 0	0 18 0	0 15 0	120	0 17 6	160			
180	0 11 6	0190	0 15 6	130	0180	170			
190	0 12 0	100	o ig o	140	0186	18 o			
200	0 12 6	1110	0 17 0	1501	0190	190			

The following scale of 2d in the shilling is to be added to and charged in addition to the above towage rates:—

Sca	le under £1.	Scale above £1.						
s.]	£ s. d.	£	£ s. d.					
1	0 0 2	I	0 3 4					
2	0 0 4	2	9 3 4 0 6 8					
3	0 0 Ġ	3 !	0 10 0					
4	008	1 4 1	0 13 4					
5 1	0 0 10	5	0168					
6	0 1 0	5	100					
7	O 1 2	7	1 3 4					
7	Q I 4	7 8	1 3 4 1 6 8					
9	огб	9	1 10 0					
tó	о 18	10	1 13 4					
11	0 1 10	11	1 16 B					
12	0 2 0	12	2 0 0					
13	0 2 2	13	2 3 4					
14	0 2 4	14	2 3 4 2 6 8					
	0 2 6		2 10 0					
15	0 2 8	15 16	2 13 4					
	0 2 10	17	2 16 B					
17 18	030	18	3 0 0					
19	0 3 2	19						
20	o 3 4	20	3 3 4 3 6 8					

Officials (Tyne Commissioners).—Sec., Robert Urwin; Engineer, P. J. Messent; Harb. Master, North Shields, J. Bruce; Harb. Master, Newcastle, C. Wilson; Dock Master (Northumberland and Albert Edward Docks), T. Glover; Supt. of River Police, R. Farmer; Coll. of Dues on Goods, T. D. Hume; Dock Supt. W. B. Emmerson.

Hotels. — "Central," "Alliance," "Douglas," "County," "Turf," "Central Exchange," &c.

NEW GRIMSBY.—See Scilly.

NEW HOLLAND, on the Humber, opposite Hull.

NEWHAVEN, Edinburghshire.—See Leith.

NEWHAVEN, Sussex. On the NW. extremity of Seaford Bay, at the mouth of the river Ouse. Lat. 50° 46′ 55″ N; long 0°3′40″E. Pop. 4,000. Auth. Newhaven Haib. Company,

under Acts to Vict., c. 9, and 26 and 27 Vict., c. 184. P. NC. THW. 11h 41m; Sp. rise 20ft; N. rise 15ft. W. prev. from SW. and SSW. Ry. L.B. & S.C. Tr.—I. Silks, wines, spirits, coal, timber, corn, &c. E. General merchandise. LV. during the last 20 years was s.s. Martinique, 1,111 tons reg., steamers of 1,000 tons trading regularly; vessels drawing 10ft can enter the harb, at any state of the tide, a channel 150st wide having been dredged through the bar, 10st below LWST. Accn. The harb. is formed by two piers, the East 1,300st long, and the West 750st long; W. of E. 250st. The area inside the entrance piers is about 30 statute acres, or a total length below bridge of 1,400yds, and an average width of 325ft. The lower half below the Mill Creek is 10ft deep at LW., and the upper half above the Mill Creek 6ft deep at LW. There is considerable mooring space above bridge in addition to this acreage. The breakwater has been completed for about seven-eighths its length. The sea walls are completed, also the new entrance piers and lighthouses. The new quay is also completed and the dredging, to enable vessels drawing 10ft to enter and depart from the harb, at any state of the tide is completed, and further dredging is in active operation. The total length of quays inside the harb, is 1,400yds. The Harb. Company have purchased the lands on each side of the harb., and extending along the foreshore for 2,666yds. comprising about 228 statute acres, this large area being to a great extent available for future extension of docks, quays, &c. The dock works have not been commenced, but it is intended to construct a dock 24 acres in extent, with a depth of water on the sill of lock entrance of 26st at HW. On the W. side of the harb, are a series of landing stages, used principally by sailing vessels in the local and coasting trade, where vessels are partly waterborne on soft mud. Shear-legs 111st high, to lift 50 tons. Whole of quay supplied with steam cranes. Gridiron 220st long. Good accommodation for steam cranes. Gridiron 220ft long. Good accom-coaling, ballasting, repairing, &c. A lifeboat station.

Charges. - (1) All vessels entering, using, or departing from the harb.; coasting vessels (of whatever tonnage) 3d; other vessels of 150 tons and under 3d; other vessels above 150 and not exceeding 250 tons 4d; other vessels above 250 tons 6d per reg. ton. (2) On. all vessels entering, using, or departing from the dock 1/ per reg. ton. (3) All vessels to be permitted to enter the harb. for safety on payment of one-half of the rates, but if such vessels shall remain in the harb, or the dock beyond the space of twenty-one days, or shall take goods on board (stores for their own use excepted) or break bulk, they shall be liable in the full rates. (4) All vesse's remaining in the harb, in working berths to pay after one month 2d per reg. ton per month in a lyance when they are lying in the harb., and 4d per ton when lying in the dock. (5) All vessels with fish of any kind for curing, per ton reg. or admeasurement, 2d each ton. (6) All fishing boats entering the harb. with fresh fish, 4d each. Exemptions from Rates on Vessels. (1) Vessels on which the rates in respect of the dock have been paid shall not be liable to any additional rates for entering, using, or departing from the harb. (2) All vessels leaving the harb. for the purpose of taking on board ballast in and returning to the harb, with ballast shall not be liable in rates for such return. (3) All vessels arriving in the harb. in ballast and departing again in ballast shall be subject only in half rates, but if such vessels after arriving in ballast shall take in cargoes or parts of cargoes before their departure they shall be liable in full

Pilotage. - District. From Dungeness westward to Brighthelmstone (inclusive), and from Brighthelmstone (inclusive) to Dungeness. Rates (inwards and outwards). Coast pilotage from Dungeness

to the west Bild of the O	W. CT.	9 4 10				
		. d.			5.	
			16ft			
			17			
			18			
			19			
			20			
			21			
TE IN COLUMN THE PROPERTY OF THE PARTY OF TH	6 1	5 0	Ahove or	73	TO	-

Harb. pilotage, 8ft dft and under, 1/6; above 8ft and not ex. 10ft, 1/9; above 10ft and not ex. 12ft, 2/6; above 12ft and not ex. 14ft, 3/; above 14ft and not ex. 16ft, 3/6; 16ft and upwards, 4/ foot. Pilotage for the beaches of Brighthelmstone, Hastings, or Bexhill: 8ft and under, 1/3; 8 to 10ft, 1/9; above 10ft 2/ foot. Ships in distress pay according to circumstances.

Towage.-Inwards and outwards, all vessels not less than 100 tons 4d; inwards only $2\frac{1}{2}$; outwards only $2\frac{1}{2}$ d ton. By special arrangements, in and out 3d; all vessels under 60 reg. tons, in or out 12/6; all vessels under 100 tons at the rate of 12/6 keel.

Officials.—Gen. Man. and Sec. L.B. & S.C., Allen Sarle; Engineer, F. D. Bannister, C.E.; Supt. of Steamers and Harb. Master, Capt. R. G. White; Coll. of H. M. Cust., J. Ritchie.

Hotels .- The "London and Paris," "Harbour Station," "Bridge," "Ship," &c.

NEWLYN, Cornwall. Mount's Bay. Lat. 50° 5' N; long. 5° 30' W. A small harb., dry at LW.

NEWPORT, Pembrokeshire, a small creek about 6 miles ENE. of Fishguard.

NEWPORT, Fifeshire. Lat. 56° 26' N; long. 2° 57' W. On the Firth of Tay, within the limits of Dundee Harb.

NEWPORT, I. of Wight. River Cowes. Vessels drawing up to 6st get up to the quays.

Official. -Town Clerk, R. Roach Pittis, sol.

NEWPORT, Mayo. Lat. 53° 53′ N; long. 9° 30′ W. No vessels can enter at LW. Used by craft up to 160 tons. W. prev, and most dang. W and SW. Owned by Sir C. O'Donell, Bart., of Newport.

NEWPORT, Monmouthshire. Lat. 51° 30′ N; long. 3° 0′ W, Pop. 54,000. Auth. Of the Dock, Alexandra (Newport and S. Wales) Docks & Ry. Co.; of the Harb., the Harbour Commissioners, under Acts 6 Will. IV., c. 46, and 32 and 33 Vict., c. 118. P. C. THW. f, and c. 7h 10m; Sp. rise 38ft; N. rise 29ft. W. prev. SW. Rys. G.W., L. & N.W., M., Ponty-pridd C. & N., and B. & M. Tr.—I. Iron ore, pig iron, timber, pitwood, fibre, grain, &c.; E. Coal, coke, bark, manufactured iron, tinplates, &c. LV. ss. Carmona. 3,714 tons. Accn. Alexandra Dock, length 2,500ft, breadth 500ft, width of trumpet-mouthed

entrance 300ft, entrance lock length 350ft, entrance lock width 65ft, depth of water over outer sills AST. 35ft, ANT. 25ft, area 28\frac{3}{4} acres; area of land appropriated for quays, warehouses, &c., 240 acres, for deposit of ballast free of charge for present works 93 acres. Old Dock: Length 1,753ft, width 300ft, entrance lock, length 220it, width 6fft, depth of water over outer sills AST. 31ft, ANT. 20ft, area 11\frac{1}{2} acres. Alexandra Graving Dock: This dock is entered from the main wet dock, thus effecting a large saving of time, charges, and labour. Dimensions are, length from gates to head 532ft, on blocks 515ft, width of entrance 50ft, of dock 74ft, average depth of water on sill 20ft. Timber float: Area of water for storage of timber in bulk 10 acres, average depth of water 8ft. The float is provided with ample siding accn. Twenty hydraulic and steam cranes in docks, two of 15 tons' power, and sheer legs for masting. Fitting shops and all conveniences for repairing vessels. A lifeboat station.

Name of Dry Docks, &c.	Owner.	Length.	Breadth.	Depth over sill OHW.	Remarks
Alexandra	Alexandra Dock Co.	ft. 534	ft. 70	ft. 20	Entered from wet dock.
Old Dry Dock No. 1	Mordey, Carney & Co.	222	3 6	19	Tidal dock.
Do. do. No. 2 Dock No.	Do. N.S.D.D. & E. Co., Ld.	280 380	46 571	25 22	i
Gridiron (on the Usk)		247	37	_	į

Pilotage. - District. The Bristol Channel to the eastward of Lundy Island, up to and including King Road and the River Usk, as far as Caerleon Bridge. Rates:—

For Laden and Unladen Vessels.	l	100	•		Ton and and	is d er		For and and	is i er	١,	300 Ton and and	is d er	u	400 Fon and nde	s i er	ָ ֪֖֖֖	For and and 600	is d er		For and and	is d er
From Newport to River's Mouth	ľ			ï			1			ľ			1			1			r -		
and vice versa. From Newport to Holmes, and	1	10	0	'o 	15	•	°	17	6	1	2	6	I	5	0	I	6	0	1	8	0
vice versa. From Newport to Nash Point or Minehead, and	0	_			0												Ī				
From Newport to Ilfracombe or East of Coombe					15																
and vice versit. From Newport to Lundy Island or West of Il- fracombe, and		12	6	2	7	6	3	5	٥	3		6	4	3	6	4	10	6	5	3	0
		5	٥	3	0	0	4	0	0	4	12	6	15	6	0	15	g_{I}	. 0	/6	23	0

For Laden and Unladen Vessels,	-	Tor and Boo	d er	T a	ons ind ider oo.	T a	oo ons od der	T'a		To un	ons nd der	a	nd der	Ta	Boo ons and p- ands
From Newport to River's	E	5.	d.	£	5.	L	S.	£	84	6	S.	E	s.	£	3.
Mouth, and vice versa.	X	9	0	×	10	1	12	T	15	2	5	2	10	3	0
From Newport to Holmes, and vice versa.		10	. 0	2	12	2	15	3	0	7	10	4	0	7	10
From Newport to Nash Point or Minehead, and viceversa. From Newport to Ilfracombe		15	0	4	2	4	5	5	0	5	10	6	10	7	5
or East of Coombe, and vice veral. From Newport to Lundy	5	7	6	5	17	6	0	7	0	8	0	9	5	9	15
Island or West of Ilfracombe, and vice versa.		15	0	7	17	8	0	9	io	II	b	12	0	13	0

Towage—Short distance in river 1d; entire length of river, docks to mouth of Usk 3d; to the Spit, 3dd; to the Holmes 4d; to Nash Point 6d; to Ilfracombe 8d; to Lundy 1cd reg. ton.

Officials.—Sec. (Alexandra Dock Co.), J. S. Adam, Esq.; Harb. Master, R. B. Pugsley; Coll. of H.M. Cust., F. Evans.

Hotels .- "Westgate," "King's Head," and "Queen's."

NEW QUAY, Cardiganshire. Lat. 52° 13' N; long. 4° 21' 10" W. Auth. Harbour Co. A small harb., dry at LW.; 15ft HWST. A patent slipway. A lifeboat station.

Official.—Harb. Master, J. Davies: Chief Officer of Coast-guard, J. March.

NEW QUAY, Cornwall. Lat. 50° 29' N; long. 5° 5' W. Auth. G.W. Ry. Co., by statute July, 1838. Accn. Area about 3½ acres. A jetty 358ft. Dry at LW.; 18ft HWST. Used by vessels up to 120 tons, and steamers of 200 tons. W. prev. E. A lifeboat station.

Official.—Sec., J. D. Higgins, Paddington; Harb. Master, W. H. Higginson.

Hotel .- "Great Western."

NEW ROSS. Seaport. Lat. 52° 23′ N; long, 6° 56′ W. Pop. 6,626. Auth. Harbour Commissioners, subject to the Waterford Harbour Commissioners. P. NC. THW. f. and c. 6h 4m; Sp. rise 12½ft; N. rise 10ft. D. at the En. to the harb. LWST. 14/t. W. prev. and most dangerous SW. Rys. D.W. & W. Tr.—1. Fish, timber, maize, wheat, rice, and coal; E. Corn, flour, malt, pit-wood, &c. LV. ss. 982 tons. No vessel can come up to New Ross over the sand banks at LW. drawing more than 4ft, but may enter the river drawing 11ft. Accn. Quay 600ft long at which vessels of 600 tons can discharge. Depth of water at LST. along quay from 8 to 10 and 16ft. Good cranage and warehouse accommodation.

Charges.—Harb. dues, vessels up to 250 tons 3d reg. ton. 250 tons and upwards varies up to 7½d ton. Ballast 1/6 ton, limestone 2/6.

Pilotage. - District. From the junction of the river Barrow with the river Suir, to the entrance to the canal at St. Mullin's, on

the river Barrow, and to the lock quay of Inistioge, on the river Suir. Rates:-

Reg	. Tonn	age.	Fo	reig		U	. K	ζ.	Reg	. To	nnage.	Fo	reig	m.	τ	J. K	ζ.
_		_	£	5.	d.	£	s.	d.	_		•	£		d.	£	5.	d.
30 a	nd und	er 40	c	. 8	0	0	5	0	272a	nd ur	ider 300 .	. 2	9	6	1	13	0
40	,,	50	с	10	0	0	6	0	300	,,	325.	. 2	ΙÍ	9	1	14	б
50	"	60	0	11	6	0	7	6	325	,,		. 2	14	ó	1	16	o
60	,,	70		15	9	0	10	6	350	,,	375 -	. 2	16	3	1	17	6
70	,,	80	с	18	0	0	12	С	375	**	400.	. 2	18	6	1	19	o
80	,,	90	1	0	3	0	13	6	400	,,	450.	. 3	О	9	2	ō	6
90	,,	100	1	2	6	0	15	0	450	,,	500.	. 3	5	3	2	3	٥
100	,,	110	1	4	9	0	16	6	500	**	550.	. 3	9	ğ	2	5	6
110	,,	120	1	7	ō	0	18	0	550	,,	600.	. 3	14	3	2	Š	o
120	,,	130	1	9	3	0	19	6	600	,,	650.	. 3	18	ğ	2	10	6
130	"	140	1	11	6	1	Ī	0	650	,,,		4	3	3	2	13	٥
140	,,	150	1	13	9	1	2	6	700	,,	750.	4	7	9	2	15	6
150	,,	160.	1	16	o	1	4	0	750	,,	8oo.	. 4	12	3	2	18	0
150	1)	175	. 1	18	3	1	5	6	800	"	850.	4	16	ō	3	0	6
175	,,	200	. 2	0	6	1	7	0	850	•	900.		1	3	3	3	6
200	,,	225.	. 2	2	9	1	8	6	900	,,	950	5	5	ğ	3	5	0
225	,,	250.	. 2	5	ō	I	10	0	950	,,	1,000.	5	10	3	3	8	0
250	,,	275.	. 2	7	3	1	11	6	1,000		upwards	5	14	ğ	3	10	6

All vessels proceeding up the port and harb, above the limits of the borough of New Ross, pay additional rates not exceeding one-third more than the above rates.

Towage.—Between Passage and Waterford, and from Cheek-point to New Ross.

Reg. Tons.	Ballast. L. s. d.	Loaded.	Reg. Tons.	Ballast. £ s. d.	Loaded. £ s. d.
150 to 180 180 ,, 200 200 ,, 220	2 5 0 2 15 0 3 5 0	3 0 0 3 10 0 4 10 0	350 to 400 400 ,, 450 450 ,, 500	6 0 0	900
220 ,, 240 240 ,, 260 260 ,, 280 280 ,, 300 300 ,, 350	3 15 0 4 0 0 4 10 0 5 0 0 5 10 0	5 10 0 6 10 0 7 0 0 9 10 0 8 10 0	500 ,, 550 550 ,, 600 600 ,, 650 650 ,, 700	7 10 0 8 0 0 8 10 0 9 0 0	12 0 0 13 0 0 14 0 0 15 0 0

Small vessels according to agreement.

New Ross has ceased to be a customs port, and is now under Waterford.

NEWRY, Co. Down. At the head of Carlingford Bay. Lat. 54° 10′ N; long 6° 16′ W. Pop. 15,500. Auth. Newry Nav. Co., under a statute of Geo. IV. P. NC. THW. f. and c. at Needham Bridge 11h 43m; Sp. rise 6ft 10in. There is a channel cut through the bar 400ft wide, with a depth at LWST. of 15ft. W. prev. and most dangerous SE. Rys. G. N., D. N. & G. Tr.—I. Coal, iron, grain, timber, &c; E. Linen, agricultural produce, granite, &c. LV. Lady Havelock, 849 reg. ton. Accn. is a navigable river from Warrenpoint to the sea lock at Fathom; a ship canal from Fathom to Newry, and a quayage through Newry for vessels drawing 10½ft, and an inland canal from Newry to Portadown. Entire length of navigation about 46 miles. The area of docks is 9 acres. There are also berths along the sides of the canal through the town of Newry for vessels drawing 9 and 10ft; the length of canal is 3,250ft. The quayage is 3,740ft, including 870ft round Ballast Bank for vessels up to 12½ft dft., and the quayage along canal for vessels up to 10ft dft. is about 3,250ft on each side. The navigation depends on a tidal river, in which there is a depth of 7ft at LWST. Vessels drawing up to 15½ft can enter at HW. to sea lock, but can only enter old part of canal and dock.

(Albert Basin) drawing 121ft. Lock is 220ft long, 50ft wide, and

17ft deep.

Charges.—Harb. dues 1/1 reg. ton; cargo dues, as per schedule. Pilotage.—District. From Lough Carlingford to the entrance to the Newry Canal, or river of Newry. Rates. River pilotage— For every vessel inwards 1d, outwards 1d reg. ton; if the pilot is required to remain on board the vessel while passing through the canal to or from Newry 2/6 additional.

Towage.—As per agreement.

Officials.—Sec., George R. Armstrong; Harb. Master, J.

McVeigh; Coll. of H.M. Cust., E. Holmes.

Hotels.—"Victoria," "Imperial," &c.

NEYLAND. - See Milford New.

NORTH BERWICK .- See Berwick, North.

NORTH SHIELDS. (See Newcastle, and Shields, South.)

Lat, 55° 0′ 30″ N; long, 1° 26′ W.

Corporation Quay 1,600ft long, 29ft HWST. Has two steam cranes (10 tons) and one hand crane (5 tons). There are three dry docks and a patent slipway.

THW. at f. and c. 3h 23m.

NORTH SUNDER! AND Northemberland. Lat. 55° 25′ N.

docks and a patent slipway. THW. at f. and c. 3n 23m.

NORTH SUNDERLAND, Northumberland. Lat. 55° 35′ N;

long. 1° 40′ W. Auth. Trustees of the late Lord Crewe. A small harb., capable of holding about 60 fishing boats. THW. at f. and c. 2h 30m. A lifeboat station.

Official.—Harb. Master, G. Tait.

OBAN, Argyllshire, Sound of Mull. Lat. 56° 29' 50" N; long. 5" 28' 20" W. Auth. Proprietor, J. Stuart McCaig, under Oban Pier and Harbour Act, 1862. W. prev. W. most dang. N. Accn. Area of harb. 20 acres, length of quayage 2,000ft. Used by steamers of 100 to 600 tons. THW. f. and c. 5h 22m. The Callander & Oban Ry. Co. have a quay at Oban in about 10ft LW., constructed under Act 41 and 42 Vict., c. 167, s. 40.

Officials .- Harb. Master, C. McCullock; Pier Master and

Collector, Duncan Chisholm.

OBB HARBOUR, Harris Sound, Hebrides. Lat. 57° 48' N ; long. 7° 5' W. Anchorage in 3 fathomsthe best in Harris.

OBEMEAVIG, Lewis, Hebrides. Lat. 58° 12' N; long. 7° 2' W.
A good harbour. Anchorage in 3 to 2 fathoms.
ORFORD, Suffolk. Lat. 52° 5' N; long. 1° 34' 40" E. A decayed seaport town at the confluence of the Alde and Ore. Auth. Corporation. A harb. with a bar, the shingle

banks shifting. THW. f. and c. 12h 30m. Official,—Harb. Master, H. Gibbs.

Lat. between 58° 40' and 59° 24' N; long. between 2° 22' and 3° 26' W. ORKNEY ISLANDS. A cluster of islands in the North Sea, separated from the N. coast of Scotland by the Pentland Frith. The Orcades of the ancients. They are 67 in number, but many are uninhabited, and afford only pasture for sheep. The principal are Mainland or Pomora, Hoy, North Ronaldsha, South Ronaldsha, Sanda, Stronsa, Eday, Westra, Shapinsha, Gremsa, Ronsa, Gairsa, Sand, Papa Westra, Papa Stronsa, and Burra. Produce barley, potatoes. Manufactures, straw plait and whisky. Pop. about 31,000, of whom about 18,000 reside in Mainland.

ORMOND HARBOUR, Kenmare Bay, Ireland.

PADSTOW, Cornwall. On the Camel. Lat. 50° 33' N: long.

4° 57' W. Pop. 1,949. Auth. Harbour Commissioners. P. NC. THW. 5h 13m; Sp. rise 204ft; N. rise 164ft;
D. L.W. 16ft. W. prev. NW. Ry. L. & S. W. Tr.—I. Iron and coal; E. Tin, slates, and corn. LV. 1,373 tons. Vessels drawing 16ft can enter at LT.

Charges.—Harb. dues 1d ton on every vessel registered at any port in U.K., and 1d for every ton measurement foreign vessels.

Pilotage. - District. Between the Mouls eastward of Pentyre Point and the Quays westward of Trevose Head. Rates per foot. Between Stepper Point and Padstow inwards, on vessels of 50 tons per reg. and under; 9ft dit. and under, 10d, more than 9ft, 1/: on vessels above 50 tons and not ex. 100 tons, 10ft dft. and under, 1/2, 11ft and under 12ft, 1/6, 12ft and upwards, 2/7, on vessels above 100 tons and not ex. 150, 9ft dft. and under, 2/6, vessels above 100 tons and not ex. 150, 9ft dff, and under, 2/6, above 9ft and under 12ft, 3/, above 12ft and under 16ft, 4/, above 16ft and upwards, 5/; outward pilotage one-half the inward rate. Inwards or outwards, vessels above 150 tons and not ex. 200 tons, 9ft dft, and under, 3/, above 9ft and under 12ft, 4/, above 12ft and under 16ft, 5/, above 16ft and upwards, 6/; on vessels ex. 200 tons, 9ft dft, and under, 4/, above 9ft and under 12ft, 5/, above 12ft and under 16ft, 6/, above 16ft and upwards, 7/. Vessels taking a pilot on board to seaward of a line drawn from Pentyre Point to Gunver Head, but within a line from the Mouls to the Ouss pay 1/ per foot in addition to the rates above Mouls to the Quays pay I/ per foot in addition to the rates above. Vessels taking a pilot to seaward of such line, but within the distance of three leagues of the land, pay 1/6 foot in addition to the said rates. A pilot taken on board a vessel at sea, is entitled to the following additional pay, viz:—If at 3 leagues from the land \mathcal{L}_2 , if at 6 leagues from the land, \mathcal{L}_2 13s 4d, if at 10 leagues of the land, f.4. Vessels piloted from Padstow to sea, and returning in consequence of stress of weather, contrary winds, or accident, into the port, within 36 hours from the time of sailing, are subject to half pilotage. Pilots detained on board of vessels are paid 10/6 per day. Pilots boarding vessels not in charge of unlicensed men after they have arrived abreast of the Inner Capstan, are not entitled to more than three-fourths of the pilotage for piloting a vessel from Stepper Point to Padstow; if after they shall have arrived abreast of Gun Point, not more than two thirds; and if after they shall have arrived abreast of St. Saviour's Point, not more than one-half. Pilots boarding vessels in charge of unlicensed men before they arrive abreast of the Inner Capstan, are entitled to receive threefourths, and the unlicensed man one-fourth of the pilotage for piloting a vessel from Stepper Point to Padstow; if at Hawker's Cove, the pilot and the unlicensed man are entitled to one-half of such pilotage; if after the vessel has arrived at a line from Gun Point to Trebetherick, the pilot is entitled to one-fourth, and the unlicensed man, three-fourths; if after the vessel has arrived at St. Saviour's Point, the unlicensed man is entitled to the whole of such pilotage.

Towage.-As per agreement.

Officials.—Clerk to Commrs., S. Pollard; Harb. Master and Coll. of Harb. Dues, S. Allport; Coll. of H.M. Cust., E. K. Finell.

Hotel .- " Commercial," Mrs. J. Willis.

PAIGNTON, Devonshire. 6 miles E. of Totnes. A small harb., dry at LW. Auth. Harb. Commrs., under Act 1 Vict., c. 1. W. prev. W. and SW., most dang. NE. Official.—Harb. Master, T. M. Kelligrew.

PAISLEY, or Cart River, Renfrewshire. At the entrance of the White Cart into the Clyde. Ry. G. & SW. Auth. River Cart Trustees, under the Burgh and Cart Nav. Act, 1872. D. 3ft LWST. W. prev. W. and SW. Officials.—Young & Martin, Clerks to Trustees.

PALNACKIE or BARLOCHAN. A creek of port of Dumfries. D. HWST. 10ft 6in; HWNT.

5st 6in. No harb, dues.

Official. - Acting Harb, Master, J. Carsewell.

PAR, Cornwall. Lat. 50° 23' N; long. 4° 29' W. Auth. Owner, C. E. Treffry. Accn. Tidal barb. with one dock, protected by a breakwater about 1,200ft long. D. Dry at LW.; HWNT 9ft, HWST 14ft. En. 150ft wide. Quay frontage 4,500ft. Used by colliers. THW. f. and c. 5h 12m. Official.—G. Richardson.

PASSAGE. - See Cork.

PASSAGE EAST, Waterford (see Waterford). village and roadstead on the River Suir.

Hotels .-- " Kavanagh's" and "Love's."

PAULL. A Yorkshire fishing village and fortified station on the Humber, 6 miles below Hull.

PAWLETT.—See Bridgwater.

PEEL,-See Isle of Man.

PEMBREY, Burry Inlet, Carmarthenshire. A harb. of about 8 acres, with a quay about 250ft long, belonging to the Explosives Co., Ld., of St. Swithin's Lane, London. W. prev. SW. and W. The harb is protected from N. and E. by a range of hills,

PEMBROKE DOCK, Milford Haven. An extensive Government dock and shipbuilding yard. Ry. There are two dry docks at this place. Pembroke & Tenby. THW. f. and c. 6h 12m.

Official.—Queen's Harb. Master, J. E Chapple.

PENARTH (Port of Cardift). Lat. 51° 27' N; long. 3° 10' W.
Pop. 12,000. Auth. Taff Vale Railway Co.,
under Acts 19 and 20 Vict., c. 122; 20 and 21 Vict., c. 69; and 44
Vict., c. 51. P. NC. THW. f. and c. 6h 56m; Sp. rise 37½ft;
N. rise 29ft. W. prev. are W. to SW. The only winds which can, from the position of the dock and harb, entrances, be termed in any degree dangerous are from NE. to ESE. Ry, T.V. Tr.—

I. Timber and general; E. Principally coal. LV. at any time, ss. Lismore, 2,716 reg. ton. Vessels cannot enter at LWST. Accn. Penarth Tidal Harb.—Length, measuring along centre of river, 13,000ft; frontage Cardiff side 12,000ft; frontage on Penarth side 3,000ft; total 15,000ft. Av. width at water line at HW., for the first reach of the river 600ft, length 4,000ft; area 55 acres; when the depth of water is 15ft 280ft, area 26 acres. Ten staiths for shipment of coal; capacity of each 150 tons per hour. Four cranes, each capable of unloading 50 tons per hour. Depth of water in the berths at HWOST. 30ft; HWONT, 20ft.

Vessels up to 800 tens burthen take the ground. Particulars of Accn.:-

Name.	Length.	Width.	Area.	~6	Width of Entrance.	Dept Was	
	ft.	ft.	acres.	ft.	ft.	ft.	ft.
Dock	2,900	370 330	23	270 —	60 60	35 35	25 25

Patent Slipway to take Vessels 310ft long and 2,200 tons burthen.

Gridiron, 400ft long, for vessels up to 2,500 tons.

There are 14 high-level coal tips in the dock and 2 in the basin. Cranes, worked by hydraulic power, for the discharge of ballast, iron ore, &c. There are also the Windsor slipways between Penarth and Cardiff, taking vessels of the largest tonnage.

Charges.—Tidal harb. rates and 1d ton, according to size.

Dock rates on vessels 1 d to 9d ton.

Pilotage.—See Cardiff.

Towage.—Same as Cardiff.
Officials.—Taff Vale Railway Co., Cardiff, Sec. and Goods
Supt., John Jones; Traffic Man., J. Hurman; Penarth Dock
Master, W. M. Pengelley; Supt. and Collector, J. Edwards; Staith Master, H. Griffiths.

PENRHYN, Cornwall. Lat. 50° 10' N; long. 5° 5' W. Auth. Corporation, under Statute 33 and 34 Vict. c. 82, and Prov. Order, 1870. Ry. S.D. & C. Harb. dries at LW. D. THW. f. and c. 5h 2m. oft HWNT., and 12ft 6in at HWST. There are several private wharves, and crane power to 20 tons. PENTEWAN, Cornwall. Lat. 50° 17' N.; long. 4° 46' W.

Pop. 300. Auth. Owner, C. H. T. Hawkins. Accn. Dry at low water. Used by vessels drawing 13ft, and up to 300 tons. Area 11 acres, protected by quay and breakwater. THW. at f. and c. 5 o'clock.

Charges.—Harb. dues 2d ton; quay dues 6d ton.

Official.—Harb. Master, T. Anthony.

PENZANCE, Cornwall. Mount's Bay. Lat. 50 8' N; long. 5° 35′ W. Pop. 12,409. Auth. Mayor, Aldermen, and Burgesses, under Act, 1883, and Prov. Order, 1870. P. C. THW. 4h 30m; Sp. rise 164ft; N. rise 124ft. D. 26ft to 13ft HWST. W. prev. NW., most dangerous SSE. Ry. G.W. Tr.-I. American and Baltic timber, coal, hides, tallow, grain, hemp, fruit, potatoes, dynamite, &c.; E. Copper, tin, granite stones, fish, potatoes, china clay, arsenic, iron ore, &c. LV. William Cory, s., 1,244 tons. Accn. Area of harb., formed by Albert Pier, 24 acres, with 16ft depth at ST., and 12ft NT. Floating dock area 31 acres, depth on sill ST. 21ft, NT. 17ft, width of entrance 50ft. Graving dock, 250ft long, width of entrance 40ft, depth on sill HWOST. 124ft. Warehouse accom-

Wharfage space of about 4,700ft. Charges.-Harb. dues, keelage in outer harbour 3d ton; in

dock, coasters 5d ton; foreign 6d ton.

Pilotage.—District. From the Lizard to Cape Cornwall, and vice versi. Rates. From sea, and vice versa, to either of the roadsteads or piers in Mount's Bay, 7st and under, 10/; 8 to 10st, 16/; 11st, 24/; 12st, 30/; 13st, 35/; 14st, 40/; 15st, 45/; 16st, 50/; 17st, 55/; 18st, 60/; 19st, 67/; 20st, 77; 21st, 87/; 22st, 97/. From all roadsteads, and vice versa, to either of the different piers in Mount's Bay 1/6 foot dft. Coasting vessels one-half these rates. Boats and vessels boarded by pilots at a distance southward of the Bay:—For putting a pilot on board without a line drawn from the Lizard to Tol Peden Penwith, £2 2s; for putting a pilot on board within a line drawn from the Lizard to Tol Peden Penwith, and without a line drawn from Carn Dew to Pengwinion Point £1 is; for putting a pilot on board within a line drawn from Carn Dew to Pengwinion Point, and without a line drawn from St. Clement's Isle to Trewanas Head 10/; and within those limits, inwards only 5'. No master of a vessel is compelled to take a pilot for Mount's Bay and Penzance within this district until he comes within a line drawn from St. Clement's Isle to Trewanas Head.

Towage.—As per agreement.

Officials.—Town Clerk, T. Cornish; Hard. Master, J. Murrish; Ry. Man., J. Peach; Supt. H.M. Cust.. L. C. Read.

Hotels.—"Queen's," "Railway," "Union," "Western and Mount's Bay."

PERTH, Perthshire. On the Tay, 22 miles above Dundee, and 29 miles from the sea. Lat. 56 24' N; long. 3° 29' W. Pop. 33.000. Auth. Town Council of Perth, under statute. P. NC. THW. f. and c. 3h 35m; Sp. rise 9\frac{1}{2}ft. D. The Tay up to Dundee is navigable for ships drawing 23ft at ST. W. prev. There is no danger from winds. Rys. Cal.. N.B., and H. Tr.—I. Timber, coal, salt, grain, iron, slates, oilcake, &c.; E. Native wood, potatoes, grain, old iron, &c. LV. at ST. 450 reg. tons.; none at LW. Accn. The area of the tidal basin is about 2\frac{1}{2} acres, and the length of quays, including the river side. 650yds. There is cranage and shed accommodation.

Charges.—Berthing fees 1/vessel. Rates and duties on vessels and boats. Dues on goods. Tay buoys dues (see Dundee Harb. Tay light dues).

Towage.—Dundee to Newburgh 6½d; Flisk to Newburgh 3½d; Dundee to Perth 9½d; Flisk to Perth 7½d; Lowhead to Perth 6½d; Newburgh to Perth 5½d; Earnmouth to Perth 5d; Elcho to Perth 4½d; Orchardnock to Perth 4d; Light —Perth to Newburgh 3d reg. ton. Up the river to the new harb., and not having water up to the shore the same tide, by agreement, and if disappointed, the same as if the vessel was towed to her destination. Light vessels bound to the river pay the same as loaded. Vessels under 50 tons pay at the rate of 50 tons. Foreign vessels 1d extra. The money to be paid as soon as the vessel arrives at her destination.

Officials.—Town Clerk, W. Macleish; Harb. Master, D. Taylor; Prin. Ct. Officer and Reg. of Shipping, H. Christie.

PETERHEAD, Aberdeenshire. Lat. 57° 30′ N; long. 1° 46′ W. Pop. 11,000. Auth. Harbour Trustees, under Acts 1873, 1876, and Prov. Order 1881. P. NC. THW. f. and c. oh 34m; Sp. rise 11½ft; N. rise 9½ft; R. of N. 6½ft. D. on bar 5ft below LWST. W. prev. and most dangerous from NE. to SE. Ry. G.N. (S). Tr.—I. Timber, lime, bones, manure, salt, flour, coal, &c.; E. Grain, fish, whale oil, &c. LV. at any time

of tide was 621 reg. ton.; at LWST. 60 tons. Accn. There are three harbours, viz. :-

Name.	Area.	Depth of Water LWST.	Rise of Tide ST.	Quayage
	acres.	ſt.	ft.	ſt.
North	9	. 4		2,715
South	6 }	· 6	:	2,240
Port Henry (a boat harbour)	5	. •••	••• '	600
Total	20}		· ;	5,555

There is a national harb. of refuge now being constructed. There are also the following Graving Docks:--

_	Length.	Breadth.	Sill OHW
New	190	35	15
Old	138	34	12

Charges.—Harb. dues, coastwise 34d ton, windbound 1d ton; foreign 6d ton, windbound 2d. Harbour lights 4d reg. ton. Lifeboat dues I/each vessel per annum.

P	ilotas	ζe.—	Rat	es	.—												
•					£ s. d. o 8 6			120 tons and under 160 tons					£ s. d.				
40 to	ons and	i unde	r 50	ton	s	0	11	0	160	**	,,	200	,,		1	14	0
50 60	,,	,,	60	,,		0	13	0	200	,,	٠,	250	,,		I	18	0
60	"	,,	70	,,		0	15	0	250	,.	,,	300	,,	• •	3	6	0
7º 80	,,	,,	80	٠,		0	17	0	300	••	,,	350	,,		2	12	0
8 0	,,	,,	90	,,		0	19	0	350	,,	,,	40C	,,	••	2	16	0
90	,,	,,	100	,,		1	ī	0	400	,,	••	500	,,	••	3	7	0
100			120	,,		1	3	6	500	••	upwa	rds	٠		4	4	0

A reduction of one-third of the amount of these charges is made therefrom in the case of vessels entering the harbour for safety or convenience.

Towage.—Inwards or outwards 2d reg. ton.

Officials.—Clerk to Trust., P. Irvine; Harb. and Dock Master, G. Birnie; Ry. Man., R. Moffatt; Coll. of Shore Dues, A. G. Jaffray; Coll. of H.M. Cust., E. G. Jeffrey.

Hotels.—"North Eastern," "Royal," and "Laing's."

PETTYCUR.—See Kingholme.

PHILLIP'S HARBOUR, Pentland Frith. D. HWST. 12st; HWNT. 8ft.

Official.—Harb. Master, J. Bincks.

PIEL.—See Barrow-in-Furness. THW. at f. and c. 11h 5m.

PITTENWEEM, Fifeshire, Firth of Forth. Lat. 56° 13' N; long. 2° 43' 30" W. Auth. Town Council, under old Charter confirmed by Act of Charles I. and the Estates of the Parliament of Scotland, 28th June, 1633 Accn. Two basins and an outer harbour; depth about 10ft HW.; dry at LW. W. prev. E. and SE.

PLYMOUTH, Devonshire. On Plymouth Sound, between the estuaries of the rivers Plym and Tamar. Lat. 50° 22' N; long. 4° 9' W. Pop. with Devonport and Stone-house, 140,000. Auth. as below. P. NC. THW. (. and c. Rys. L. & S.W. Tr.—I. Corn, timber, iron, hemp, flax, pitch, tar, oil, salt, fish, skins, wines, spirits, &c.; E. Manufactured goods, corn, flour, iron, salt, clay, sanitary pipes, stone, &c. LV. 400 tons dead weight. Accn. The harbour is a spacious estuary resembling at HW. an inland lake, navigable channels, narrow and intricate, with shifting sands, and should not be attempted without a pilot. Depth LW. 6ft. Quayage space 1,700ft.

Charges .- Dues and port charges. Boomage, according to size,

but not exceeding 8/. Goods 3d ton.

Pilotage.—District. From Christ Church, inclusive, to St. Alban's Head, and vice versā. Rates per foot. From Studland Bay to Poole Quay; 3/, from Studland Bay to Brownsea, 2/, from St. Alban's or Christ Church Heads to Poole Quay, 4/, and in proportion from those Heads to Brownsea, &c.; from any place between either of these Heads and Studland Bay to Poole Quay, 3/6, and in proportion to Brownsea, &c.; for any vessel not bound to Poole, for a pilot from sea into Studland Bay to pay the same rates as above. For any pilot having charge of any ship or vessel lying in Studland Bay, who may remain on board, 7/6 a day for the time he is required to remain, provided such ship or vessel be not afterwards piloted by him into Poole harb. The pilot of any vessel must, if required to provide a boat, with four men, to attend her from Stakes to the Quay, or vice versā, to tow her in or out, or to carry out ropes on shore or to the buoys, for which service they shall be paid 10/. Pilots must at all times when required lend their assistance to work any vessel to or from the Quay into or out of the harb., for which they shall be paid as follows, viz.:—For working a vessel to or from the bay, 5/; to or from Brownsea, 3/; and to or from Stakes, 2/a man, and the same for the boat they attend in; and 4/day each man if detained on board after the first day. Coasting vessels pay two-thirds of the above rates.

Towage.—Bar to Poole Quay, 3d per ton; to Branksea West, 3d per ton; to Russell Quay, 4d per ton; Poole Quay to Bar, 1d

per ton.

Officials.—Ry. Man., — Potter; Harb. Master, W. McFaul; Coll. of Dues, W. Wadham; H.M. Cust., Supt. 2nd Class, W. Browning; Sub-Commrs. of Pilotage, Messrs. W. McFaul, W. Browning, R. Aldridge.

Hotels .- "London," "Antelope," "Crown," &c.

PORTAFERRY, Co. Down. At entrance to Strangford Lough.

Auth. Owner, Col. A. Nugent, by grant from the Crown. Accn. A small pier harb. dry at LW., accommodating vessels up to 300 tons at HW.

Official.-Harb. Master, P. Conkey.

PORT ALLAN, creek of Port of Perth. D. HWST. 13ft; HWNT, 7ft.

Official. - Harb. Master, W. Jackson.

PORT ASCAIG, Island of Islay, Hebrides. Auth. Owner, Chas. Morrison, of Islay. Accn. A stone pier or quay, 24oft long, used by vessels and steamers drawing up to 9ft. W. prev. SE.

PORTBILLY, Cornwall. Fishing harb, on E, side of Padstow Haven. There is a large cavern near this place. PORT CHARLOTTE, Island of Islay, Hebrides. Auth. Owner, Chas. Morrison, of Islay:

A small place used by fishing boats.

PORT DINORNÍC (see Carnarvon). Tidal basin 480ft × 156ft. Quayage 1,060ft; 13ft HWST., 8ft 6in HWNT. Quayage outside basin 960ft; 14ft HWST., 9ft HWNT. There is a patent slipway.

PORT DYNLLEYN, Carnarvonshire. Lat. 52° 55' N; long. 4° 35' W. THW. f. and c. 7h 29m.

A lifeboat station.

PORT EASY, Banffshire, Scotland. 2 miles E. of Buckie.
A fishing harb.

PORT EDGAR, Queensferry, Firth of Forth, Scotland. Auth.
NB. Ry. Co., under their General Powers Act,
1870. Accn. Area 30 acres at LW. D. 8st LW. Harb. formed
by two piers. Used principally by the Co.'s ferry steamer. W.
prev. E. and W.

PORT ELLEN, Island of Islay, Hebrides. Lat. 55° 37′ 10″ N; long. 6° 12′ 40″ W. Auth. Owner, John Ramsay, under Statute 9 and 10 Vict. A small harb. used by steamers and trading vessels. W. prev. and most dangerous W. and SW., but storms from NW. are the worst for vessels within the harb.

PORT ERIN, Isle of Man. Auth. Commrs. of Isle of Man, under Statute 1872. Harb. protected by a breakwater 900ft long, carried into 35ft LWOST. A LW. landing pier. Length has 12ft alongside at LW. A lifeboat station. W. most dangerous W. (See Isle of Man.)

most dangerous W. (See Isle of Man.)
PORT ERISCA, Island of St. Uist, Hebrides. A good harb, for small vessels.

PORT ERROL, Aberdeenshire. Lat. 57° 26' N; long. 1° 50' W. A small harb., dry at LW. THW. f. and c. oh 49m. A lifeboat station.

PORT GLASGOW, River Clyde. Lat. 55° 56′ 15″ N; long.

4° 14′ W. Auth. Trustees under Act

27 and 28 Vict., c. 40. W. prev. NNW. Accn. Area about 16½

acres, with D. of 12ft. Several cranes to 20 tons.

Name.	Length.	HWST.	HWNT.		
•	ft.	fi.	ft.		
East Wharf	500	28	21		
E. Side Swing Bridge Wharf	240	10	! 8		
Wet Dock Wharves, 58ft wide entrance	1040	28	21		
Waterloo Wharf	250	19	8		
Ouav Wharf	240	. 21	19		
New Wharf, E. Quay E. Mid. Harb., 130ft wide entrance	28o	22	20		
E. Mid. Harb., 130ft wide entrance	570	1 14	. 12		
E. Side Mid. Quay	240		21		
W. Side Mid. Quay	240	23 18	16		
W. Side Mid. Harb	440	10	8		
SS. Steamboat Quay	350	13	. 11		
NS. Steamboat Quay	1000	1 20	18		
Paton's Quay	460				

Official.—Sec., D. R. Maclelland; Harb. Master, W. McNab.

PORT GORDON, Banffshire, Moray Firth. Auth. Duke of
Richmond and Gordon, under the Port
Gordon Harb. Act, 1854. Accn. Area 2 acres. Dry at LWST.,

and 12ft at HWST. W. prev. SSW, and most dang. N. and NE. LV. 121 tons.

Official .- Aitken, of Fochabers.

PORTHCAWL, Glamorgan, Bristol Channel. Lat. 51° 28' N; long. 3° 42' W. Auth. G.W. Ry. Co., under Act 6 Geo. IV., c. 104. Accn. Harb. dry at LW.; has an area of 7½ acres, with an entrance about 55ft wide, and quayage of about 2,300ft in length. D. 29ft HWST. and 18ft HWNT. The basin, 204ft wide, has an entrance 62ft wide. D. 27ft HWST. and 16ft HWNT. The pier or breakwater is about 574ft long, and the inner pier 238ft long. There are ballast cranes, staiths from 150 to 200 tons per hour, and cranes to 10 tons. W. prev. and dang. W. and SW. A lifeboat station.

Official.—Sec., J. D. Higgins, Paddington.

PORTHLEVIN, Cornwall, between Coverack Cove and Mount
St. Michael. A small harb, about 412ft x
284ft, with entrance 30ft wide, and quayage about 1000ft in length.
Dry at LW. 16ft HWST., and 10ft HWNT. Auth. The Porthlevin Dock and Harbour Co., under Act 32 & 33 Vic.

PORTLAND, Dorsetshire. Lat. 50° 31' 10" N; long. 2° 26' 40" W. Auth. The Admiralty. Accn. Harb. is formed by two piers and the celebrated breakwater, 8,500ft long, with opening 400ft wide between pierheads for entrance of shipping. Area: up to LW. line, 2,107 acres; to 2 to 3 fathoms deep, 1,758 acres; to 3 to 5 fathoms deep, 1,590 acres; 5 fathoms and upwards, 1,290 acres. W. prev. SW., but greatest damage to breakwater from NE. to E. THW, f. and c. 7h Im. A barbour of refuge for vessels passing down Channel. Merchant vessels anchor westwards of White Obelisks in line. No harb. dues. Coal can be obtained from hulks in roads belonging to Messrs. Collins & Co., Roberts & Co., and Powell Duffryn Coal Co.

Hotels .- " Royal," " Victoria Lodge."

Official.—Queen's Harb. Master, Staff-Comr. T. Hawkins Smith, R.N., H.M.S. Northumberland.

PORT ISAAC, Cornwall. Lat. 50° 36' N; long. 4° 48' W. A small port available for small craft only. THW. f. and c. 5h 24m. A lifeboat station.

PORTISHEAD.—See Bristol.

PORTKNOCKIE, Banfishire, Scotland. A small harb., dry at LW.

PORT LEITHEN, Aberdeenshire. A small harb., dry at LW. PORT LEITHEN, Kincardineshire, near Gridleness. A small harb., dry at LW.

PORT LOGAN, Wigtonshire. Auth. Owner, J. McDoual of Logan. The only harb, between the Mull of Galloway and Corsewall Pt. that fishing boats can make for. Accn. Area 2 acres. Dry at entrance LW. Harb, is so silted up that there is only accommodation for one or two smacks at present time. W. prev. and most dang. SW. Harb, dues at option of proprietor.

PORT McADAM. - See Gatehouse.

PORTMADOC, Carnarvonshire. Lat. 52° 53 N; long. 4° 25' W. No harb. authorities. A small tidal harb. with quays on N. side 3,031st, and on S. side 1,630st. D.

13st HW., dry at LW. alongside. Depth in harb. 3st at LW. and 17st at HWST. THW. s. and c. 7h 27m.

PORTMAGEE, Valentia Island, Co. Kerry, Ireland. PORTMAHOMACK, Ross-shire. On Dornock Frith, E. coast of Scotland. A small tidal harb. Auth.

Constituted by Act of Parliament 25 and 26 Vict. c. 105, with a pier 300sft long. Dry at LW; used by vessels drawing 10st at HW.

Official.—Factor for Cadbolt, J. Young.

PORTMORE, Island of Colonsay, Hebrides. A safe harb., with a sandy beach, but with numerous off-lying tocks.

PORT MUCK, near Lough Larne, Co. Antrim, Ireland. There is a fishery pier at this place.

PORT MULGRAVE, Yorkshire, between Whitby and Scar-borough. Auth. Owners, Palmer's Shipbuilding Co. Used by their vessels for the shipment of ironstone.

PORT NA HAVEN, Island of Islay, Hebrides. A shelter for fishing vessels.

PORT NA LONG, Oronsay, Hebrides. There is a narrow inlet on the W. side two-thirds of a mile long, with a sandy beach, where boats can find ample security.

A pleasant seaport and watering place, 3 miles E. of Edinburgh. Ry. N.B. PORTOBELLO.

PORT ORIEL, Co. Louth, Ireland. There is a fishery pier at this place.

PORTPATRICK, Wigtownshire, Scotland. Lat. 54° 50' 20" N; long. 5° 7' 2" W. No harb. authority. Ry. C. Was formerly a good harb., but is now decayed and fallen into disuse. A lifeboat station. THW. f. and c. 1th 10m.

PORT PENRHYN. (See Bangor.) Lat. 53° 13' N; long. 4° 10' W. Dry at LW. 13ft HWST.

A private port belonging to Lord Penrhyn.

Official.—E. A. Young, Agent to Lord Penrhyn.

PORT QUIN, N. Coast of Cornwall. A small harbour available for small craft.

Cornwall. Lat. 50° 15′ N; long. 5° 17′ W. Auth. The Trustees of the late A. F. Basset, PORTREATH, Comwall. Esq., of Tehidy, Camborne; leased to the Messrs. Williams, Portreath Co., and used by them for importing coals. Accn. A tidal port, dry at LW. No. 1 Dock, 195 x 105st; No. 2 Dock, 279 × 95ft; No. 3 Dock, 180 × 150ft. En. 26ft wide. D. 17ft HWST.: 10ft HWNT. There are 3 jetties in the docks.

PORTREE, Inverness-shire. Raasay Sound, Island of Skye. Lat. 57° 24' N; long. 6° 7' W. A spacious harb.

with good anchorage.

PORTRUSH, Londonderry. Auth. Harb. Board, under Act 7 and 8 Geo IV. A harb. used by coasters. D. at entrance 10st LW. A lifeboat station.

PORTSEA.—See Portsmouth.

PORT ST. MARY.—See Isle of Man.

PORT SCALLOMEE, near Cape Wrath, Sutherlandshire. There is a quay at this place in 6ft LW.

PORT SETON, Haddingtonshire, Frith of Forth near Cockenzie. D. HWS. 16ft; HWN. 12ft.

Official. - Clerk to Commrs., R. Ovens.

PORT SKERRA, near Thurso, Caithness. A fishing station between Armadale Port and Sandside Harb. PORTSMOUTH, Hampshire. Lat. 50° 48' N; long. 1° 6' W°
Pop. 127,989. Auth. Lord Commissioners
of the Admiralty; the Portsmouth Corporation own the Camber
and Flathouse Wharves, under Acts 2 and 3 Vict. c. 72, and 31 and
32 Vict. c. 128. THW. Dockyard 11h 41m; Sp. rise 12\frac{2}{3}ft;
N. rise 10ft. D. of water ST. 30ft; N. 17\frac{1}{3}ft. W. prev. SW.; most
dangerous S. Rys. L. & S.W. and L.B. & S.C. Tr.—I. Timber,
coal, grain, guano, and Government stores; E. Government stores,
grain, &c. LV. 1,350 tons. Accn. Portsmouth is the chief naval
station of England. The Royal Dockyard covers an area of
500 acres. En. to harb. about \(\frac{1}{2}\) mile wide, and extends several
miles N., between the W. side of Portsea Island and the mainland,
gradually widening out until near the northern shore it is about
3 miles. Harbour affords ample accn. for the largest man-of-war.
Crane power, two 10 tons and one 5 tons. Shear legs 30 tons.

•		-		
	Length.	Breadth	Depth of Wat	er o'er Blocks
	ft.	ft.	ost.	ft. ONT.
Camber Dry Dock	3491 {	of Caisson 70 , Entrnce. 50	} 17\$	14
		B	Н. с	of T.
	Length.	Breadth.	ST.	NT.
Corporation Graving Dock Camber Heaving up Slip Crampton's Patent Slip No. 1	ft. 349 500 112 70	ft. 50 30 22 23	ft. 17½ 12 8 8	ft. 14 9 4

Charges.—Harb. dues according to size. Tonnage dues 2d 3d, and 4d. ton.

Pilotage.—District. From the Owers, within and without the Isle of Wight, to Peverell, and vice versa, and to and from, and into and out of all ports and places within those limits, excepting those within the Poole and Southampton districts. Rates:—

·	17ft. and	under.	Above 17	and not ex.	Upwards	of zoft.
!	Fo	οt.	Fo	ot.	Fo	ot.
From beyond one mile from Needles Point, and vice versa,	s.	d.	s.	d.	5	
to Portsmouth Harb, above the Swing Bridge From beyond one mile from Needles Point, and vice versa, to Portsmouth Harb., below the Swing Bridge, or Lang-	·	6	9	6	11	6
ston, or Lymington Harbs. From beyond one mile from Needles Point, and vice versa, to Spithead, Motherbank, Stoke's Bay, Cowes Roads, or		0		•	11	O
to a line drawn from the Lepe Buoy to Lee Point From beyond one mile from Needles Point, and vice versa, to Yarmouth, or Lymington Roads, for ships anchoring				6	7	6
or remaining thereat	2		3			6
to St. Helen's	6	6	7	6	8	6
to Portsmouth Harb., above the Swing Bridge From within one mile of the Needles Point, and vice versa. to Portsmouth Harb., below the Swing Bridge, or Lang-	6		7	6	9	6
ston, or Lymington Harbs	6	0	7	0	9	0

	_		_		_	
From within one mile of the Needles Point, and vice versa,	F	oot.	F	oot.	F	oot.
From within one mile of the Needles Point, and nice versa, to Spithead, Motherbank, Stoke's Bay, Cowes Roads, or to a line drawn from the Lepe Buoy to Lee Point	8.	d.	S.	d.	8.	d.
From within one wile of the Nordles Point and rice were	4	0	, 5	0	6	6
From within one mile of the Needles Point, and vice versa, to Yarmouth or Lymington Roads, for ships anchoring			ì			
and remaining thereat		۰		6	3	_
and remaining thereat From within one mile of the Needles Point, and vice versa,	•	U	•	٠	3	U
to St. Helen's		6	6	6	7	6
to St. Helen's	,	•	-	•	, "	•
vice versa, to Portsmouth Harb., above the Swing Bridge	4	6	5	6	. 6	6
From between the Needles Point and Hurst Castle, and	•		٠		i.	
vice versa, to Portsmouth Harb., below the Swing Bridge,			i			
or Langston, or Lymington Harbs	4	0	5	0	6	0
From between the Needles Point and Hurst Castle, and			i		;	
vice versa, to Spithead, Motherbank, Stoke's Bay, Cowes			!			
Roads, or to a line drawn from the Lepe Buoy to Lee			•	_		_
Point	2	6	3	6	4	6
From between the Needles Point and Hurst Castle, and					!	
vice versa, to Yarmouth or Lymington Roads, for ships					1	
anchoring and remaining thereat From between the Needles Point and Hurst Castle, and vice	1	0		6	2	0
roun between the Needles Point and Flurst Castle, and vice	_			4	١ ـ	
versa, to St. Helen's From between Hurst Castle and Newtown Creek, and vice	3	6	4	0	5	0
verså, to Portsmouth Harb., above the Swing Bridge	_	6		6	٠_	6
From between Hurst Castle and Newtown Creek, and vice	3	٠,	•	U	5	U
versa, to Portsmouth Harb., below the Swing Bridge, or						
Langston, or Lymington Harbs.		•		۰	3	_
From between Hurst Castle and Newtown Creek, and vice	3	٠,	•	٠	3	٠
versa, to Spithead, Motherbank Stoke's Bay, Cowes						
Roads, or to a line drawn from the Lepe Buoy to Lee						
Dain.	2	6	3	٥	3	6
From between Hurst Castle and Newtown Creek, and pice			•		-	_
versa, to St. Helen's	2	6	3	6	14	6
From beyond one mile seaward of Bembridge Ledge, and			•			
vice versa, to Portsmouth Harb., above the Swing Bridge	7	6	y	6	II	6
From beyond one mile seaward of Bembridge Ledge, and	•		•			
vice versa, to Portsmouth Harb., below the Swing Bridge, or Langston, or Lymington Harbs.						
or Langston, or Lymington Harbs.	7	9	9	0	2.2	0
From beyond one mile seaward of Bembridge Ledge, and				- 1		
cowes Roads, or to a line drawn from the Lepe Buoy to				- 1		
Cowes Roads, or to a line drawn from the Lepe Buoy to						_
Lepe Point		0	0	6	7	6
From beyond one mile seaward of Bembridge Ledge, and				- 1		
one it and the free s rough, for simps anchoring and			_	. 1	1	
remaining therea: From beyond one mile seaward of Bembridge Ledge, and	2	U	3	•	3	6
vice versa, to Yarmouth or Lymington Roads	6	6.	_	6	8	6
From within one mile seaward of the Bembridge Ledge	٠	٠:	7	۰		U
Buoy, and vice versa, to Portsmouth Harb., above the		!		- 1		
Swing Bridge	6	6	7	6	_	6
From within one mile seaward of the Bembridge Ledge	•	Ĭ	•	Ĭ	y	٠
Buoy, and vice versa, to Portsmouth Harb., below the		i				
Swing Bridge, or Langston, or Lymington Harbs	6	0	7	o :	9	•
From within one mile seaward of the Bembridge Ledge			•	i	•	
Buoy, and vice versa, to Spithead, Motherbank, Stoke's		- :		ļ		
Bay, Cowes Roads, or to a line drawn from the Lepe-		. 1		. 1		
Buoy to Lee Point	4	6;	5	6	6	6
From within one mile seaward of the Bembridge Ledge		!		- 1		
Buoy, and vice versa, to St. Helen's Roads, for ships		ì		- 1		
anchoring and remaining thereat From within one mile seaward of the Bembridge Ledge	2	٠:	2	6	3	0
Ruov and size steers to Varmouth or I princeton Dead-	_	١ ـ		4	_	٠
Buoy, and vice versa, to Yarmouth or Lymington Roads! From Spithead, Motherbank, Stoke's Bay, or Cowes Roads,	5	6	6	6	7	0
and vice versa, to Portsmouth Harb, above the Swing		İ		ı		
		6.		6		6
From Spithead, Motherbank, Stoke's Bay, or Cowes Roads,	-	J i	3	٠	4	J
and vice versa, to Portsmouth Harb, below the Swing				- 1		
Bridge, or Langston, or Lymington Harbs.			3	۱	4	0
From Spithead, Motherbank, Stoke's Bay, or Cowes Roads	-	Ť	,	٦	7	•
Bridge, or Langston, or Lymington Harbs. From Spithead, Motherbank, Stoke's Bay, or Cowes Roads, and vice versa, to St. Helen's, or to a line drawn from		- 1		- 1		
the Lepe Buoy to Lee Point	I	6 '	ī	6	1	6
From Cowes Roads, and vice versa, to Cowes Harb	ı	61	ı	6 /		6

Officials.—Town Clerks, R. and P. Miller, Queensferry QUEEN'S FERRY.—River Dee (See Chester).

▼ QUEENSTOWN.--See Cork.

QUOILE, co. Down, Ireland. Auth. Owner, J. Mulholland, Esq., DL. A small harb. accommodating vessels up to 130 tons. Ift deep at LW Upper quay, 10ft HWST., 8ft HWNT.; lower quay, 13ft HWST., 9ft 6in HWNT. W. prev. NW. Crane power to 5 tons.

Charges.—2d per ton reg. on cargo in or out; 3d per ton reg. on cargoes in and out; 2/6 plankage on all vessels. Vessels from foreign parts discharging at Hare Island 3d per ton reg. 3/ for use

of beam and scale, none other permitted to be used.

Official,-Harb. Master, M. T. Orr.

Hotel.—" Down Hunt Arms."

RAMELTON. A creek under Port of Donegal. D. HWST. 11st, HWNT. 7st.

Official.-Coastguard Officer, W. H. Blight.

RAMSEY .- See Isle of Man.

Hotels .- " Mitre," " Albert."

RAMSGATE, Kent. Lat. 51° 19'42" N; long. 1° 25' 23"E. Pop. 22,683 Auth. Board of Trade. P. NC. THW. f. and c. 11h 20m; OSp. rise 20st; N. rise 15st (increased 2st with N. winds; much affected by winds). W. prev. S. to W. Rys. L.C. & D. and S.E. Tr.—I. Fish and general merchandise; E. General merchandise. L.V. at HWST. 1,000 tons. Fishing smacks, luggers, and other small craft can come in at LWST., but other vessels such as barques, brigs, schooners, and steamers of greater draught wait for increased depth of water. Accn. The harb. consists of an outer harb. formed by stone piers extending 437yds into the sea, and enclosing an area of 42 acres, and an inner harb. or basin divided from the outer harb, by a stone cross-wall. En. about 208st wide between pier heads, the depth here is 20st HW., and 5st LWST., with 16st at HWNT. Close to the E. pier end, vessels of 8ft draught may lie afloat or go in and out except at low ebb; depths much influenced by winds. In outer harb, are gullies about 140ft wide, close to and parallel with the piers on which vessels are safely moored alongside each other in tiers, depth from 3st to 5st at LW. Vessels load and unload in inner harb., which is 1,520ft long, 500ft wide at centre and 350st at each end, and has 14 to 10st of water. E. entrance 29\frac{1}{2}st wide: W. 40st wide. D. on sill of each, 15st HWST, and 10 to 12st NT. There is a patent slip 500st long, 22st wide, with a depth of 20st ST., and 15st NT. Good warehouse and cranage accommodation.

Charges.—Rates on vessels entering harb. 4d and 6d ton. Dues

on goods. Cranage. Hawsers.

Pilotage. - See London District.

Towage.—Out clear of the harb., under 25 tons 2/; over 25 and under 50, 5/; over 50 and under 100, 10/; for every additional 100 tons up to 500 tons 5/; 500 and under 600 tons 40/6; 600 tons and upwards 45/; if towed out through Chudd Channel, or to the North Brake Buoy, or an equal distance to the anchorage in Ramsgate Roads, double these rates. To or from beacon off Sandwich Haven, double the above rates. From the harb, to the Downs (with effective ships and in moderate weather), under 200 tons £5; 200 and under 600 tons, for each 100 tons additional £1; 600 tons and upwards £10. Disabled vessels and ships from the Downs, to and from all other

places, as per agreement, or arbitration. From one part of the harb, to another, the next rate below her tonnage. Vessels find their own tow-ropes, but vessels not having any, or having such as cannot be depended upon, and using those belonging to the harb, under 100 tons 10/; 100 and under 300, 15/; for every additional 500 tons 5/per tide. The steam tugs are available at the above rates only at such times as they are not required for the purposes of the harb, and at the discretion of the harb, muster.

Officials.—Harb. Master, Capt. E. Jones; Coll. of H. W. Cust.,

F. Cook.

Hotels.—"Granville," "Castle," "Royal Oak."

RATHLIN ISLAND, Co. Antrim, Ireland. Lat. 55° 18' 10" N; long. 6° 10' 45" W. There is a good harb. at Church Bay, at SW. of island.

RAVERGLASS. A small channel near Whitehaven, near the mouth of the Esk. Small vessels discharge

on the beach.

REDBRIDGE. A creek of Port of Southampton. The L. & S.W. Railway have warehouse and crane accommoda-

tion at this place.

RENFRÉW HARBOUR, at the mouth of the Cart, River Clyde. Auth. Town Council, under Act 1853, and Cart Navigation Bill, 1890. Accn. Harb. 660ft × 70ft wide. D. LW. 4ft, HWS. 16ft, HWN. 12ft. A stone quay 220ft long, and a wooden wharf 440ft long, both on the W. side. Used by coasters and steamers when fitting machinery. There is a 30-ton steam crane. W. prev. SW. Renfrew Wharf belongs to the Glasgow and South Western Ry.; length 345ft, D. 10ft LW. Used by Co.'s boats for passengers and goods.

Charges.—Table of Rates forwarded on application.
Officials.—Town Clerk, W. Herron; Harb. Master, D.

McKenzie; Sec., J. Moston, Glasgow.

RESTRONGUET, A creek between Truro and Falmouth. D. HWST. 131t HWNT. 11ft.

Official.-F. J. Williams, G. W. Railway Office, Devoran.

RHYL, Chester. D. HWST. 15st, HWNT. 8st.

Official .- Harb. Master, J. Wright.

RING, Upper and Lower, Co. Cork, Ireland. *Upper:* A pier belonging to the Grand Jury of Co. Cork. Dry at L.W., 12ft at HW. D. on bar 10ft. Used by vessels up to 100 tons. *Lower:* A free pier 240ft long, with 13ft LW. Used by vessels up to 220 tons.

ROBIN HOOD'S BAY, Yorkshire. Vessels discharge on beach. D. HWST. 15ft, HWN f. 11ft.

ROCHESTER Kent On the river Medway Lat. 51° 24' N.

ROCHESTER, Kent. On the river Medway. Lat. 51° 24' N; long. 0° 29' E. Pop. 21, 307. Auth. Medway Conservators, under Act, 1881. P. NC. Ry. S.E. (Strood) L.C. & D. Tr.—I. Coal, corn, timber, and general stores; E Cement and general merchandise. Accn. River can be navigated at any time, and when the wind is from any quarter. Gill's Patent Slip 130 × 28ft. H. of T. ST. 7ft 11in; N. 4ft 8in. Gridiron 100ft long. For vessels drawing 20ft in Limehouse and Bridge Reaches—some of the berths being 400ft. The Commissioners are deepening these berths.

Charges. - Harb. and port dues. Coal 5d reg. ton, oats 10d. grain or seeds other than oats 7d. Anchorage 2/each vessel; moorage 2/.

Towage.—By agreement.

Officials.—Clerk to Conservancy Board, R. Prall; Harb. Master, Capt. Wildash; Coll. of Tolls, D. Freeland; Coll. at Sheerness, E. W. Brightman; Coll. of H.M. Cust., C. Costello. Hotels.—"Bull," "Royal Crown."

ROCHFORD, Essex. A port attached to Leigh, under the Port of London. Situated on the Roche, 4 miles of Southend.

D. HWST. oft, HWNT. 6ft. N. of Southend.

Official.-Cust. Officer, T. H. Barbrook.

ROGERS TOWN PIER, Co. Dublin. On the River Rogerstown, 9 miles N. of Howth. Auth.

Owner, T. Carey, of Rush. Used by boats up to 40 tons.

Charges.—Dues 1d per ton.

ROSEHEARTY, Aberdeenshire. Lat. 57° 42' N; long. 2° 6' 30" W. THW. f. and c. 12h om. Auth. Commrs. under Act 38 and 39 Vict. 1875. There are two harbs., the Western and the Eastern, or Port Rae Harb. The W. pier is 285ft long, carried into 13ft ST.; area of harb. is about 2 acres. Port Rae pier is 600st long, carried into 10st at HW. Boats are drawn up by a steam engine. W. prev. from NW. round to E. northerly.

Charges.—4d per ton reg. on all vessels loading or unloading;

2d per ton on vessels windbound.

Pilotage.—3d per ton, with extra for men on piers. Officials.—Clerk, C. Stevenson; Harb. Master, A. Ritchie.

Hotel.-" Forbes Arms."

ROSS, Co. Cork. A pier in Bantry Bay, under authority of Grand Jury.

Official.—Harb. Const., J. Smyth.

ROSS, NEW.—See New Ross.

ROSSCARBERY, Co. Cork. Rosscarbery Bay. Unsuitable for ships, being silted up.

ROSSLARE, Co. Wexford, Ireland. In connection with Wexford and the railway system of Ireland. Auth.

Commrs. under Prov. Order, 32 and 33 Vict., c. 61. Accn. Area 6 acres, formed by a pier and breakwater 1,800ft long, carried into a depth of 20st LWST. D. at entrance 20st LW., and 26st at W. prev. S. and SW., but harb. is well sheltered. Cranes, one 10 ton and one 30 cwt. steam. A lifeboat station. Extension works are being carried on.

Official.—Sec., H. E. Wynne.

ROSTREVOR, Co. Down, Ireland. Carlingford Bay. Auth. Owner, The Hon. A. S. G. Canning. Accn. A pier 120st long; width 9 to 12st at HW.; dry at LW. W. prev. WNW.

ROTHESAY, Island of Bute. On NE. coast of island, and affording a good anchorage. Quay 600st. D. 9 to 14st LW., and 17 to 22st HW. Used by vessels drawing 12st. There is a 4 ton crane.

RUNCORN. On the Mersey. Lat. 53° 20' N; long. 3° 16' W. Pop. 17,000. Auth. Bridgwater & Old Quay Docks; Bridgwater Nav. Co.; Weston Point Docks; Weaver Trustees; Widnes Dock; L. & N.W. Ry. Co.; Ellesmere Port; Shepochies Union Point Dock. Shropshire Union Ry. Ry. L. & N.W. Westbank Dock, a small dock belonging to the trustees of the late John Hutchinson. Bridgwater Docks, Manchester Ship Canal Co. Seven wet docks

and a gridiron 150×40ft., charge being 20/ for first day, and 15/ for each succeeding day. D. Sp. 16/t 6in, and N. 16/t. Charges. same as Liverpool Pilotage same as Liverpool. Towage: vessels with cargoes for the docks, towed free. Weston Point Docks, three, about 6\frac{1}{2} acres. W. of E. 50ft. D. 19ft over sill HWST. W. prev. Westerly. These docks can only be entered at HW. LV. 300 tons. Charges 4d per ton dockage rates. Widnes Dock about 1\frac{1}{2} acre. W. of E. 22ft. D. 12ft ST. LV. 180 tons. No vessels enter at LW. Ellesmere Fort Docks about 3\frac{1}{2} acres. W. of E. 33ft. D. about 14ft. Patent slip for vessels of 300 tons.

Charges.—Harbour dues, 11d to 11d, dockage 4d per ton.
Towage.—Vessels loaded with cargoes for docks, free.

Officials. — Bridgwater, Agent, John Meadowcroft; Dock Master, W. Garnett; Weston Point, Gen. Man. Weaver Trust., T. B. Hughes; Widnes, Gen. Man. L. & N.W. Ry., G. Findlay; Ellesmere Port, Coll. of H.M. Cust., F. Samons.

Hotel.-" Royal."

RUSH, Co. Dublin. A tidal harb., with a pier with return end 110vds long. Auth. Owner, Sir R. Palmer. D. 10 to 14st HW. LV. 120 tons coal laden.

RYDE, Isle of Wight. Lat. 50° 44' 25" N; long. 1° 9' 20" W.

A railway pier, 788vds long, carried out to 10ft LWST.

Auth. The Ryde Pier Co. W. prev. SE.

RYE, Sussex. Situated on the Rother. Lat. 50° 8′ N; long.

0° 7′ 44″ E. THW. f. and c. 11h 20m. D. at LWST. is about 2st, and 18st at HWST. Nearly all the works connected with the port are in fair condition; the entrance, formerly blocked up by sand, is now decidedly better. W. prev. and most dangerous S. to W. The largest vessels entering have been 13st dst. Auth. Harb. Commrs., executing the office of the Lord High Admiral, under Statutes I Wm. IV, c. 135, and 3 Wm. IV., c. 67. A lifeboat station.

Charges.—8d per ton reg.; ships seeking refuge 2/6 per moor-

ing post.

Officials.—Clerk, Wm. Dawes; Harb. Master, Wm. Geo. Rubie. Hotels.—"George" and "Cinque Port Arms." ST. AGNES.—See Scilly.

ST. ANDREWS, Fifeshire. Lat. 56° 20' N; long. 2° 47' W.
39 miles NE. of Edinburgh. Ry. N.B.
THW. f. and c. 2h 20m. Auth. Town Council. Accn. Outer

harb. 228st x 300st has an entrance 60st wide, and the inner harb. 560 x 134 has an entrance 291 wide. En. dries at LW, and D. at HW. is about 13ft in the Lower Harb. and 11ft in the Upper Harb. Vessels of 400 tons enter at HWST. W. most dang. NE. to SE.

Charges.—2d per ton reg.

Pilotage.—Coastwise 3d per ton reg. in and out. Foreign 5d

per ton in and out.

Officials.—Town Clerk, S. Grace, Esq. Harb. Master, James Deas. Hotels.—"Cross Keys." "Royal Hotel," "Alexandra,"
"Marine," "St. Regulus," and "Imperial."

ST. AUBINS.—See Channel Islands.

ST. DAVID'S, Fifeshire. Frith of Forth. Auth. Trustees of the late G. W. Henderson. Accn. A small harb. used by vessels of light draught entering from half flood. W. prev. W. Charges.—Dues 1d per ton.

ST. HELEN'S, Isle of Wight. A tidal harb. D. HWST. 15ft. HWNT. 11st. 10 ton crane.

Official.—Rec. and Man., F. M. Coldwells.

ST. HELEN'S POOL.—See Scilly.

ST. HELIER.—See Channel Islands.

ST. IVES, Cornwall. Lat. 50° 12' N; long. 5° 28' W. Auth. Corporation, under Acts 1853, 1862, and 1886, and order of 1888. THW. f. and c. 5h om. Accn. Harb. protected by a breakwater 500st long. Area sheltered is about 51 acres. Dry at LWST. Vessels of 400 tons enter at HW. D. at HWST 18ft at W. prev. S to W. and most dang. NNE. to E. pierhead.

Officials.—Harb. Master, S. Barber. Hotels.—"Tregenna Castle," "Western," "Queen's," and

" White Hart."

The stone pier is being extended 280st true south from the seaward end.

ST. JUST POOL. A creek under Port of Falmouth.

Charges.—Same rates.

ST. MARGARET'S HOPE, Orkneys. A creek under Kirkwall in the I. of S. Ronaldsha.

ST. MARTIN'S.—See Scilly.

ST. MARY'S.—See Scilly.

ST. MAWES, Cornwall. Lat. 50° 9' N; long. 5° 0' W. Auth. Pier and Harb. Co., under Act 17 and . 18 Vic. Accn. 9 to 14tt LWST, but there is only 1ft at LW at pier head. LV. 300 tons. THW. 5h 7m.

ST. MICHAEL'S MOUNT, Cornwall. A granite rock in Mount's Bay. Harb. dries at

LW. D. at HWST 15st. W. prev. W., most dang. SSE. to

WSW. Auth. Owner, Sir John St. Aubyn.

ST. MONANCE, or St. Monans, Fifeshire. Frith of Forth.

Lat. 56° 12′ 30″ N; long. 3° 46′ 15″ W. Auth. Corporation, in virtue of a Feu Charter by Wm. Sandelandis, of St. Monance, dated 28 Oct., 1622, and Sasine thereon of the same date, and recorded in the General Register of Sasines 30 Oct., 1622. A small harb. used principally by fishing boats, dry at LW. W. prev. and most dang. E and SE. ST. PETER'S PORT.—See Channel Islands.

ST. SAMPSONS.—See Channel Islands.

SALCOMBE, Devonshire. Lat. 50° 13' N; long. 3° 46' W. Ry. G.W. in course of construction. Auth.

Commissioners, by lease from Duchy of Cornwall for 21 years from June 1882. Accn. 11st on har LWNT and 6st at LWST, 19st at HWNT, and 24st at HWST. W. most dang. SE., S. and SW. THW. f. and c. 5h 41m. Ample quayage both at Salcombe and at Kingsbridge, 4 miles up the estuary. A lifeboat station. Steamers carrying passengers and cargo twice a week to Plymouth.

Charges .- None.

Official.—Harb. Master, Wm. Cook. Hotel.—"Marine."

SALTCOATS, Ayrshire. On the Clyde. Ry. G. and S. W. Tr. Export trade in coals and salt.

SALTERNS WHARF, Dorsetshire. A wharf in Pool Harb. SALTFLEET, Lincolnshire. 33 miles NE. of Lincoln. A place much decayed. Dry at LW. W. prev. NNW. to SE. THW. f. and c. 5h 45m. A lifeboat station.

SALTNEY (See Chester). Railway wharves belonging to the G W. Ry. Co.

SANDA, Orkneys, in Sanda Island. Auth. Orkneys Steam Nav. Co., under Prov. Order. Accn. A stone pier, 200ft long, carried out to 6ft LWST. W. prev. SE., most dang. SW. SANDICROFT (see Chester). A small dock and wharf on the

River Dee belonging to the Sandicrost Foundry Co.

SANDHAVEN, Aberdeenshire. 2 miles from Fraserburgh. Auth. The Hon. J. Forbes Trefusis, under Prov. Orders of 1873 and 1881. Accn. Area 14 acres. D. at entrance 3 to 11st, according to tide.

SANDSEND. A creek under the Port of Whitby

SANDSIDE HARBOUR, W of Thurso, Caithness. A small harb. with two good piers. Dry at LW. SANDWICH, Kent. II miles E. of Canterbury. Auth. Corporation, under Act 1847. Harb. is much choked, and has lost its importance. The channel is narrow and tortuous, and only available for vessels of 12ft. draught. W. most dang. SE., S. and W. In Saxon times this was the most important port in England.

SAUNDERSFOOT, Pembrokeshire. Lat. 51° 43' N; long. 4° 42' W. Ry. Pembroke and Tenby. Auth. Owner, C. R. Vickerman, Esq., of Hean Castle, under Act 10 Geo. IV., c. 108. Accn. A small tidal harb. used by coasters up to 400 tons, and having a depth of 17st at HWST. and 10st at HWNT. Good quayage, with 3-ton crane.

Charges.—Harb. dues 2d per ton reg.

Pilotage.—As per agreement, about 10/ per 100 tons.

Official.—Harb. Master, E. J. Harvey.

Hotel.-" Hean Castle.

A creek under Port of Lerwick, W. coast SCALLOWAY. Scotland. D. HWST. 24st; HWNT. 17st. THW. f. and c. 9h 30m.

Official.—Coll., O. Jamieson. SCARBORO', Yorkshire. Lat. 54° 18' N; long 0° 25' W. Pop. Acts 1843 and 1876. P. NC. THW. f. and c. 4h 11m; Sp. rise 15ft; N. rise 9ft; R. of N. 8½ft. D. Entrance dry at ST. W. prev. SW.; most dangerous SE. to E. Ry. N.E. Tr.—I. W. prev. SW.; most dangerous SE. to E. Ry. N.E. Timber and ice. LV. ss. 715 reg. tons; dft. of largest sailing vessel 151ft. Accn. The harb. is formed by the E. Old or Vincent and W. piers enclosing two independent harbs., the outer of 5½ acres, the inner of 9 acres. The bottom throughout is fine sand. Both harbs. are dry at LW. At ST. there is about 18ft of water. Vessels of 12st dft. can enter and be berthed during ST., and those of 9st during NT. En.-Outer Harb., boom entrance NE. 3 E., 33st wide, bridge entrance E. by S. 3 S., 33st wide; Inner Harb., NF. 3 N., 100st wide. There is also a floating dock 90st long, 331st wide, with 13st ST., and 8st NT. harbours are dry at LW., and vessels should not charter for this port unless prepared to take the ground whether at a quay, berth, or other.

Charges.—Harb. dues under 50 tons 2d per ton, over 50 tons 3d per ton. Dues on coal landed 6d ton. Corporation dues 1.6 each vessel. Coal delivered 7½d ton. Vessels in ballast

sheltering 1d per ton.

Pilotage.—District not defined. Rates as per agreement. No fixed rate. Usual charge 10/ to £1 10s, according to size.

Towage.—1/ per keel. Officials.—Clerk to Commrs., J. Stephenson; Harb. Master, W. Shaw; Coll. of H.M. Cust., J. M. Cumberland.
Hotels.—"Queen's," "Royal," "Grand," "Castle," &c.
SCHULL, Co. Cork. (See Skilbbereen.) 8 miles NE. from

Fastnet Rock. A safe harb., sheltered from SW.

Anchorage is from 18st to 21ft. to SE.

Official.—Harb. Const., D. W. O'Regan.

SCILLY. A group of islands 24 miles W.W. of Land's End.
Lat. 49° 51' and 50° N; long. between 6° 11' and
6° 30' W. Pop. 2,000. P. NC. THW. f. and c. 4h 30m; Sp.
rise 16ft; N. rise 12ft; Equinoctial tides rise 20ft. D. LWST. 15 to 30ft; LWM. 18ft to 33ft. Tr.—I. Timber, coals, flour, bread, and general merchandise; E. Potatoes and lobsters. Accn. The Scilly Islands consist of 48 islands, but of these only five, viz.: -St. Mary's, St. Agnes, St. Martin's, Trescow, and Bryer are inhabited. These five islands possess several harbs. for vessels capable of taking the ground, and also one for ships of large dit., viz., St. Mary's Road. This harb. affords shelter from all winds, except those from the westward between WNW. and SW. The anchorage here is between the island of St. Mary and that of Samson, and has five entrances. The general depths are from 6 to 13 sathoms. The other harbs. of note are Old and New Grimsby and St. Helen's Pool.

Charges.—Anchor dues 2/4 per vessel. Keelage 1d per ton. Pilotage.—District. To and from, into and out of, all ports and places in and about the islands of Scilly. Rates. On vessels and places in and about the islands of Scilly. Rates. On vessels from or bound to Foreign Ports of 60 tons and under, £2 2s; 70 tons, £2 4s 6d; 80, £2 7s; 90, £2 9s 6d; 100, £2 12s 6d; 110, £2 15s 10d; 120, £2 19s 2d; 130, £3 2s 6d; 140, £3 5s 10d; 150, £3 9s 2d; 160, £3 12s 6d; 170, £3 15s 10d; 180, £3 19s 2d; 190, £4 2s 6d; 200, £4 4s; 210, £4 7s 4d; 220, £4 10s 8d; 230, £4 14s; 240, £4 17s 4d; 250, £5 0s 8d; 260, £5 4s; 270, £5 7s 4d; 280, £5 10s 8d; 290, £5 14s; 300, £5 15s 6d; 310, £5 16s 6d; 320, £5 17s 6d; 330, £5 18s 6d; 340, £5 19s 6d; 350, £6 0s 6d; 360, £6 1s 6d; 370, £6 2s 6d; 380, £6 3s 6d; 390, £6 4s 6d; 400, £6 6s; 410, £6 10s; 420, £6 14s; 430, £6 18s; 440, £7 2s; 450, £7 6s; 460, £7 10s; 470, £7 14s; 480, £7 18s; 490, £8 2s; 500, £8 6s; 510, £8 9s; 520, £8 12s; 530, £8 15s; 540, £8 18s; 550, £9 1s; 560, £9 4s; 570, £9 7s; 580, £9 10s; 590, £9 13s; 600, £9 16s; 610, £9 18s 6d; 620, £10 1s; 670, £10 3s 6d; 680, £10 16s; 690, £10 18s 6d; 700, £11 1s; 760, £11 13s; 770, £11 15s; 780, £11 17s; 790, £11 19s; 800, £12 1s; 810, £12 2s 6d; 820, £12 4s; 830, £12 5s 6d; 840, £12 13s; 890, £12 18s 6d; 800, £10 16s; 670, £12 11s 6d; 880, £12 13s; 890, £12 14s 6d; 900, £12 16s; and an additional 1s for every 10 tons above 900. On Coasting Vessels of 60 tons and under £1; 70 tons, £1 2s 6d; 80, £1 55; 90, £1 7s 6d; 100, £1 100 from or bound to Foreign Ports of 60 tons and under, £2 2s; Infevery 10 tons above 900. On Consumy vessels of to tons amounder £1; 70 tons, £1 2s 6d; 80, £1 5s; 90, £1 7s 6d; 100, £1 10s; 110, £1 12s 6d; 120, £1 15s; 130, £1 17s 6d; 140, £2; 150, £2 2s 6d; 160, £2 5s; 170, £2 7s 6d; 180, £2 10s; 190, £2 11s; 200, £2 12s 6d; 210, £2 15s 10d; 220, £2 19s 2d; 230, £3 11s; 200, £3 12s 6d; 270, £ £3 25 6d; 240, £3 55 10d; 250, £3 95 2d; 260, £3 125 6d; 270,

£3 155 10d; 280, £3 195 2d; 290, £4 25 6d; 300, £4 45; and in proportion for a greater tonnage. No charge for less than 5 tons. For 5 tons and upwards, the next rate to be charged. For removing a vessel within the limits of the port, 10/6. For a pilot remaining on board a vessel by request 10/6 for every 24 hours, or any part thereof. The above rates are for the whole service, in and out, but any pilot employed to conduct a vessel inwards only, is entitled to two-thirds of the said rates, the vessel having been properly moored in one of the regular harbs.

Towage.—£5 per vessel, or 2½d per ton.
Official.—Steward, H. G. Allen.
Hotels.—"Tregarthen's," "Hugh House," "Atlantic," and " Telegraph."

SCRABSTER, Caithness, Thurso Bay. There are 2 piers for steamers drawing from 12ft to 20ft.

Official. - Harb. Master, A. Cormack.

SEAHAM HARBOUR, Durham. A seaport about 6 miles S. of Lat. 54° 50' N; long. Sunderland. 1° 19' W. Pop. 8,000. Auth. The Marquis of Londonderry. P. NC. THW. 3h 24m; Sp. rise 15½ft; N. rise 11½ft; R. of N. 6½ft. D. Outer harb. HW. at ST. 15ft. W. prev. E. and NE. Ry. Seaham and Sunderland. Tr.—I. Pit-wood, staves, hoops, timber, &c.; E. Coal principally, chemicals, glass bottles, &c. LV. 850 tons burthen. No vessel can enter at LW. The En. to the harb. is formed by the E. and S. piers, and is 115ft wide. The harb. Accn. is altogether 12 acres, v.z.:-

	Area.	Width	Depth of water.			
		entrance.	HWST.	LWST.		
	acres.	ft.	ft.	ft.		
Outer Harb.	31/2	115	15			
North Dock	3,	33	17			
South Do	24	32	16	- .		
Dry Harb.	3	40	12 to 13	Dries.		

The Londonderry slip is 180ft long, 181ft wide, with 12ft at ST. and 6½ft at NT.; cradle 78ft long, gridiron attached 18oft long. There is good cranage-power of from 5 to 10 tons.

Charges.-Light and harb. dues. Night watch, gas, hospital, Trinity dues, cooking, fresh water, weighing anchors, pier rope, moving vessels in dock, lifeboat.

Pilotage and Towage.—See Whitby.

Officials.—Principal Agent for Prop., J. B. Emerson, J.P.; IIarb. and Dock Man., W. Sheridan; Ry. Man., G. Hardy. SEATON-UNDER-LYME, Dorsetshire. No harb. works.

SELBY, Yorkshire. An inland port on the Ouse. Wharves and 4 hand cranes. D. HWST. 15ft; HWNT. 10ft. Official.—Station Master, J. Bradford Harper.

SHARPNESS, Gloucestershire. On the E. bank of the Severn, 16½ miles from the sea. Lat. 51° 53' N; long. 2° 14' W. Pop. 36,520. Auth. Sharpness New Docks, &c., Company. P. N.C. THW. f. and c. 9h 45m; Sp. rise 29ft; N. rise 16ft. W. prev. There are no prevalent or dangerous winds affecting the entrance to this harbour. Rys. G.W. and M. Tr.—I. Timber, deals, sleepers, grain, seed, oilcake, marble, bones, potatoes, guano, ores, clay, &c.; E. Coal, salt, pitch, iron, manufactures, bricks, earthenware, &c. LV. 2,300 tons. Accn. There is a tidal basin with an entrance 60st wide. From this basin into the canal there is a ship lock 320st long by 60st wide; depth on sill 24st. There are two piers, one 400st the other 500 st long, carried to end of foreshore of river. Area of harb., Sharpness 20 acres, Gloucester 14 acres; 4,000st of quayage space. The above 14 acres, accommodation afforded by the new works are an addition to the old docks, and are approached by an entirely new entrance, the old one still remaining and in use. There is also about 16 miles of canal, which affords considerable additional area, and I mile of which is constantly used for the purposes of the timber trade. Docks, &c.:—

Name.	Length.	Width of floor.	Width of Entrance.	Depth of water on Sill, OHW.	Remarks.
Sharpness D'ck Gloucester N'w		ft. 60	ft. in. 50 o	ft. in. 15 o	Opens into Floating Dock.
Dock Do. Old	165	36 31	35 8 29 5	12 O 10 IO	Do. Do.

Crane power to 10 tons at Glo'ster.

Charges.—Rates on vessels entering canal at Sharpness. Foreign and coasting. Regulations as to tonnage, wharfage, lockage, and moorage. Tonnage rates. Dock charges.

Pilotage.—District. The Bristol Channel east of Lundy Island, including the River Severn to the city of Gloucester, and the

River Wye to Chepstow Bridge. Rates:-

		nde 100 ons	- 1	u	nde	r	u	nde 300	:r	u		r	ัน		er	u	o ar nde 600	r	u	nde Boo	r
From Lundy to the Holmes or Cardiff Roads,			ı									!									
and vice versa From Lundy to Kingroad, and	1	10	•	2	0	0	2	7	6	2	15	٥	3	5	0	3	15	٥	4	5	0
vice versa From Lundy to Sharpness, and	2	٥	0	2	10	٥	3	0	0	3	10	٥	4	2	6	4	15	0	5	7	6
rice verst From Nash Point or Mineheadto the Holmes or Cardiff Roads,		0	٥	5	0	0		0	0	7	0	٥	8	5	0	9	10	0	10	15	0
and vice versa From Nash Point or Minehead to Kingroad, and	1	o	0	1	5	0	1	10	٥	1	15	0	2	2	6	2	10	0	2	17	0
vice versa From Nash Point or Minehead to Sharpness.		10			_								_								
and vice versal From the Holmes or Cardiff Roads to King- road, and vice		10	٥	4	5	0	5	2	6	6	•	٥	7	2	6	8	5	0	9	7	5
From the Holmes or Cardiff Roads to	0	10	0	•	13	0	0	15	٥	0	17	6	I	2	6	1	7		I	12	6
Sharpness, and vice versa Kingroad to Sl. arpness.	2	10	٥	3	2	6	3	15	0	4	7	6	5	5	0	6	2	6	7	0	0
80 and under 100	2	0	0	2	10	0	3	0	0	¦ 3	10	0	4	2	6	4	15	0	5	7	6

	u	and nde		u	and nde	: :T	u	, 20 and nde	r	u	,40 and nde	i er	u	,60 and nde	l er		,800 and	l
From Lundy to the	£	s.	<u>a.</u> '	7	s.	d.	2	s.	d.	1	s.	d.	£	s.	d.	7	s.	_
Holmes or Cardiff																		
Roads, and vice versa	5	0	0	5	15	0	6	10	0	7	5	0	8	0	0	8	15	0
From Lundy to King-																l		
road, and vice versa From Lundy to Sharp-		5	۰	7	5	٥	. 6	5	0	, 9	5	٥	10	5	0	II	5	0
ness, and vice versa		••	_ [••	_		••	_	~	••	_	_	••	_
From Nash Point or	-	10	ŭ			٠			۰		10	۳	20	10	٥		1.3	٠
Minehead to the										ł								
Holmes or Cardiff							ŀ									l		
Roads, and vice versa	3	7	6	3	17	6	4	7	6	4	17	6	5	7	6	5	17	6
From Nash Point or																1		
Minehead to Kingroad,			_							١.		_			_	١.		
and vice versa	4	13	0	5	7	0	٥	2	0	ុ	17	0	7	12	6	8	7	0
From Nash Point or																		
Minehead to Sharpness, and vice versa	,		6		12	6	14	-	6	16		6			6	١		6
From the Holmes or Car-	i	٠,	_		•-	Ŭ	7	•	٠	i	-	•	•,	٠,	٠	٠,	••	•
diff Roads to Kingroad.																1		
and vice versh	1	17	6	2	2	6	2	7	6	2	12	6	2	17	6	3	3	6
From the Holmes or Car-										!						-		
diff Roads to Sharpness,	i _									l						ı		_
and vice versa		2	0	9	7	٥	10	12	0	11	17	٥	13	2	6	14	7	6
Kingroad to Sharpness— 80 and under 100		_		۱.	_				_	١_	_			_	_		_	_
so and under 100	. 0	_5		7	5	0	•	_5		9	_5	-0	10	_5	<u> </u>	11	_ 5_	

In lieu of the rates charged in the above schedule the following reduced rates shall be paid from Kingroad to Sharpness or Lydney for all vessels coming light bond fide for coal, and for all such vessels laden with coal from Sharpness or Lydney to Kingroad:

									2.		u.
	40 tons				• • • • •	• • •	• • •	• • • •	0	13	0
40 t	ons and	une		tons		•••			0	15	0
60	**	,,	80	,,		• • •	• • •		0	18	0
8ა	,,	,,	100	••					ı	0	0
100	,,	,,	120	,,					I	2	0
120	,,	,,	150	,,		٠			1	4	0
150	,,	,,	180	"					t	6	0
180	**	,,	200	,,		٠			1	8	0
200	,,	,,	300	**			• •		2	0	0
300	,,	,,	400	,,			٠		2	10	0
400	,,	,,	500	,,	••••				3	2	6
500	,,	,,	600	,,	••••				3	15	6
600	,,	,,	800	,,					4	7	6
800	,,	,,	1,000	,,	••••				5	5	0
1,000	,,	,,	1,200	**					6	5	0
1,200	,,	,,	1,400	,,					7	5	0
1,400	,,	,,	1,600	,,					8	5	0
1,600	,,	"	1,800	,,					9	5	0
1,800	and upw	ard	s						10	5	0

For pilots taken on board of any vessel inward bound to the westward of Ilfracombe, the same pilotage rates as from Lundy Island; if between the Nash Point and Ilfracombe, the same rates as from the Nash Point; if between the Nash Point and the Holmes, the same rates as from the Nash Point; and if between the Holmes and Kingroad, the same rates as from the Holmes. For pilots discharged from any vessel on the outward voyage between any of the stages mentioned in the above rates, the same rates as if they had been taken to the next stage beyond the place where they were discharged. For all vessels piloted to Chepstow or to Lydney, the same pilotage rates as to Sharpness, and vice versa. For vessels piloted from Sharpness to Lvdney, or from Lydney to Sharpness, and then to

Kingroad, the same rates as between Sharpness and Kingroad. For vessels piloted to and from any place in the river Severn above Sharpness, one-fourth more than the rates between Sharpness and Kingroad. All vessels bound to Lydney or Sharpness, or to any place in the river Severn above Sharpness, requiring and having the services of a pilot, shall also employ on board as assistants to the pilots from Kingroad, the following number of men, at the undermentioned charge:-All vessels of 200 and under 300 tons, I man at 7/6 for the first tide, and 2/6 for every other tide the vessel moves; 300 and under 500 tons, 2 ditto; 500 and under 700 tons, 3 ditto; 700 and upwards, 4 ditto. With English crews: 300 and under 500 tons, I man at 7/6 for the first tide, and 2/6 for every other tide the vessel moves; 500 and under 700, 2 ditto; 700 and upwards, 3 ditto. Any pilot who remains on any vessel by request after he has discharged the duties for which he was engaged, shall be paid 10/a day or part of a day; and any pilot who shall be required to move any vessel in the dock, harbour, or river, occupying only one tide, shall be paid for any vessel under 300 tons, 5/; 300 and under 500, 7,6; 500 and under 800, 10/; 800 and upwards 12/6. Any pilot who shall be detained by request on any vessel in Kingroad, waiting for water up the river Severn; or outward bound in any roadstead on account of contrary winds, longer than 24 hours, shall be paid 10/a day for each day's detention, in addition to the pilotage rates. In case any vessel shall be compelled to bear up and return from the westward from stress of weather or accident, the pilot in charge shall be entitled to one-third of the pilotage charge in addition, according to the distance such ve sel may have reached before she shall put back. In addition to the foregoing charges, a clerk or collector's fee, as follows, viz.: -- All vessels under 100 tons 6d; 100 and under 300 tons 1/; 300 and under 500 tons 1/6; 500 and under 800 tons 2/; 800 and upwards 2/6.

Towage.—For the whole length of the canal: under 30 tons reg. 8/6; above 30 tons and not ex. 150 tons 4d; above 15C tons

-for 150 tons 4d, for the remainder 21d ton each way.

Officials.—Sec., Dock and Canal Co., H. Waddy; Harb. and Pilot Master and Lloyd's Agent, Capt. D. Farrant, R.N.; Harb. Master and Lloyd's Agent (Sharpness), Capt. Calway; Coll. of H. M. Cust., G. T. Luxton.

Hotels.—At Glo'ster, "The Albion;" at Sharpness, "Pearce's

Railway.

SHEERNESS, Kent. Lat. 51° 26′ 48″ N; long. 0° 44′ 22″ E.

A seaport and naval station situated on the Island of Sheppey at the mouth of the Medway, IIm NE. from Chatham. Ry. LC. & D. The important government dockyard at this place has an area of about 60 acres. THW. at f. & c. 12h 39m

Hotels .- " Royal," " Royal Fountain."

SHETLAND ISLANDS, situated about 50m NE. of the Orkney Islands, and 210m from Bergen in Norway. Sunborough Head, the S promontory of the principal island, Mainland or Pomona, is in lat. 59° 49' N.; and the most northern point of Unst, the most remote of the group, is in lat. 60° 51'. The islands are about 30 in number, the principal being Mainland or Pomona, Yell, Unst, Whalsay, Bressa, East Burra, West Burra, Tronda, Fetlar, Papa Stour, Muckle Roe,

Housa, Mousa, and Fair Isle. Area about 558 square miles. climate is wet and tempestuous, and the ports difficult of access.

SHIELDS, SOUTH (see North Shields and Newcastle), situated on the Tyne opposite N. Shields. Ry. NE. The Corporation Quay is 210st. long, with D. 17st HW.,

and dry at LW; 11 dry and 2 floating docks. Portable steam ballast crane and a 10 cwt. hand crane. A lifeboat station.

SHOREHAM. Lat. 50° 49′ 50″ N; long. 0° 15′ W.

Pop. 3.750. Auth. Shoreham Harbour Trustees, under Acts of Parliament of 1816—1876 P. SC. THW. f. and c. in harb., 11h 20m; Sp. rise 16ft and N. rise 11ft when the state of is formed by the outset of the river Adur between two piers. Width of entrance 176ft. It is divided by a third pier into the E. and W. arms. W. arm.—Depth of water 21st HWST., 16st HWNT. ST. range from 14st to 16st, NT. from 8st to 11st, above zero. Good wharves, chiefly used by colliers and timber-laden ships. E. arm. -21ft at HWST., 16ft at HWNT. From this arm there is a floating canal entered by a lock 175st long, 32st wide, with depth of water at HWST. 22\frac{1}{2}st, LWST. 6\frac{1}{2}st, HWNT. 17st, and LWNT. 6\frac{1}{2}st. Depth of canal 19st HWST., 14st HWNT. Vessels drawing 16st can lie afloat inside the lock. The stream runs as much as 6 knots at Springs, and 3 knots at Neaps. There is in the harbour and under the direction and management of the harb. authority, quay space to the extent of 1,400st frontage, besides this there are numerous private wharves having frontages to the harb. of about 2,500ft. The Adur slip is 420ft long, 54ft wide, and capable of taking a vessel drawing 11ft forward and 13ft aft. Gridiron, 152ft by 32ft wide. Charges.—Harb. dues, vessels loading or unloading 3d to 6d

ton according to size. Putting in for shelter 4/ each. Pilotage.—District. From Brighthelmstone (exclusive) west ward to the Owers, and from the Owers eastward to Brighthelmstone (exclusive). Rates per foot. Inward and outward. Harb.

pilotage, 8 t dft. and under, 1/6d, above 8ft and not ex. 10ft, 1/9d; above 10st, 3/. Vessels inward bound, not boarded until they are within the bar at the entrance of the harb., are charged only onefourth of these rates. Ships going into Shoreham, and unloading near the harb. mouth, are subject to half-pilotage only; but if such ships are afterwards removed by pilots to any dock or wharf near

the town, for the purpose of taking in a cargo, the full pilotage is to be paid.

Towage.—Rates for the use of the steam tugs plying within harb. limits, in and out of the harb, to and from Kingston, Shoreham, or the Lock: - Vessels under to tons reg., 12/6; vessels of 60 tons reg. and upwards, 21d per ton reg.; towage one way (either in or out), one half of the above-mentioned rates; up and down the canal, 2d per ton reg.; up or down the canal, 1d per ton reg., with minimum charge of 5/. From the Lock to Kingston or Shoreham, or from Shoreham or Kingston to the Lock:—Vessels under 60 tons reg., 5/; vessels of 60 tons and under 100 tons, 8/; vessels of 100 tons and under 200 tons, 12/; vessels of 200 tons and upwards, 15/; moving a vessel in harb. other than as above meationed, 5/; use of tow rope in or out of harb., 10.

Officials.—Clerk to Harb. Trust., T. Hardy; Coll. of Dues, D. Pilmore; Harb. Master, J. Maynard; Supt. H.M. Cust. W. H. Stewardson.

Hotel.-The "Burrell Arms," "Buckingham Arms."

SIDMOUTH, Devonshire. Lat. 50° 40′ 30′ N; long. 3° 14′ W. A small seaport situated at the mouth of the Sid, 13 miles SE. of Exeter. A lifeboat station.

Hotels .- "Knowle," "Royal York."

SILLOTH, Cumberland, on the eastern side of Solway Firth, about 22 miles from Carlisle, Pop. 3,000. Auth. The North British Ry, Co. THW. f. and c. 11h 40m; Sp. rise 26ft.; N. 20ft. Ry. N.B. Accn. consists of a tidal dock 600ft long by 300ft wide, covering about 4 acres, with a jetty extending 1,000ft towards LW. En. 90ft wide. D. 41ft LWST. The new dock has a water area of 6 acres; length (W. side) 660ft (E. side) 630ft, width 400ft. Entrance to dock 60ft. Depth on sill 24ft HWOST. Ten hydraulic cranes, of powers up to 6 tons, and two staiths to load 100 tons per hour each. One 25 ton steam crane.

Charges .- Buoy and light dues 1d to 3d per ton. Ballast 6d per ton inwards; 1/6 per ton outwards. Dock rates 3d per ton coasting;

5d per ton foreign.

Pilotage. District. In the English Channel of the Solway Frith between the anchorage ground off the harb. of Maryport and the entrance of Port Silloth, and Annan Water Foot, from the Frith. Rates. From anchorage grounds off the harb. of Mayport to Silloth or vice versit. Vessels to and from foreign ports 4/o per ft; Coasters, 8ft draught and under, 28/ per vessel; Do. over 8ft, 3/6 per ft.

Towage.—Coasting vessels outwards or inwards between the end of jetty and Lee Scar Lighthouse, into or out of dock:—Under 72 reg. tons 3/ each; above 72 reg. tons ½d ton; vessels bound to or from foreign ports, any reg. tonnage 1d ton. Coasting vessels outwards and inwards, between Lee Scar Lighthouse and Striped Buoy (2½ miles) into or out of dock:—Under 72 reg. tons 6/ each; above 72 reg. tons 1d ton. Vessels bound to or from foreign ports, any reg. tonnage 2d. Coasting vessels outwards from the dock to the lightship:—Vessels of 72 reg. tons and upwards 2d; or when there is more than one vessel of that tonnage on same tide each 11d; vessels under 72 reg. tons each 12/; or when more than one vessel under 72 tons same tide 9d. Distances beyond

lightship, places not named and foreign-going vessels by agreement.

Officials.—Gen. Man. N.B. Ry., J. Walker; Engineer, C. Boyd; Harb. & Dock Master, G. Mundell; Cust. Officer, A.

Parker.

Hotels.—"Queen's," "Solway," "Waverley," and "Royal." SKATEROW, near Berwick. D. HWST, 5ft, dry at LW.

En. 35st wide.

SKERRIES, co. Dublin, Ireland. Lat. 53° 35' 20" N; long.
6° 6' 20" W. Ry, GN. of Ireland. THW. f. and
c. 11h om. Auth. The Dublin Port and Docks Board under a Provisional Order and Acts of 1861 and 1877. A small harb dry at L.W., used by vessels of up to 250 tons and drawing 12ft. Quayage 400ft. A lifeboat station.

Officials.—See Dublin.

SKIBBEREEN, co. Cork, Ireland, situated on the Ilen. Lat. 51° 34' N; long. 9° 15' W. No Harb. Auth. Nearest station, Dunmanway, on the W. Cork Ry. (16m). A small harb.; the best entrance is through Baltimore Harb. Channel.

SKIPNESS, Cantire, Argyllshire. Auth. Owner R. C. Graham of Skipness. Accn. An iron pier with D. of 8ft at LWST.

SKIPPOOL, Lancaster. Creek of Fleetwood. D. HWST. 15ft. HWNT. 10ft.

SLIGO, Sligo, on the Garvogue, 5 miles from the outer roads.

Lat. 54° 16′ N; long. 8° 28′ W. Pop. 10,764. Auth.

Harbour Commissioners, under Statute 40 Vict. c. 35, 1877.

P. C. THW. f. and c. 5h 45m; Sp. rise 11½ft; N. rise 8ft.

D. on bar at LW. 15½ft. W. prev. SW. Rys. Mid., G.W., & S.L. & N. Co. Tr.—General. LV. Vessels of 1,540 reg. tons and 21½ft dft. have entered the harb. at HW., and vessels of 390 reg. tons and 16ft dft. at LWST. Accn. Good and safe channel up to quays. The ballast quay is about 2,000st long, with a depth of water alongside at LWOST. of 8st. Depth up to quays at ST. 161st; NT. 131st. Hand cranes. Charges.—Harb. dues 6d ton. Ballast 1s 6d to 2s 6d ton.

Mooring buoys if used 3d per ton reg.

Pilotage.—District. From Wheaten Rock to Quays. Rates. Outwards: From any place to sea, April 1 to Sept. 30, 2/; Oct. 1 to Mar. 31, 2/6. From April I to Sept. 30, Wheaten Rock to Sligo, 2/6 foot inwards; Sligo to sea, 2/ foot outwards. From Oct. I to Mar. 31, Wheaten Rock to Sligo, 3/ foot inwards; Sligo to sea 2/6 foot outwards.

Towage.—5d per reg. ton in, and 3d out.
Officials.—Sec. and Coll. of Harb. dues, T J. Mercer; Harb.
Master, Capt. J. Keeble.
Hotels.—"Victoria" and "Imperial."
SOLVA. A small creek near Milford.

SOUTH ALLOA, River Forth, Scotland. A wharf belonging to the Cal. Ry. Co., used for landing coals

and timber.

SOUTH BASIN, North Uist. Lat. 57° 35' N; long. 7° 3' W. A well-sheltered harb., with a pier

having 7st. at LW. alongside.

SOUTHAMPTON, Hampshire. On Southampton Water. Lat. 50° 54′ N; long. 1° 24′ W. Pop. 80,000. Southampton Water forms one of the finest harbours in the kingdom, being quite land-locked, and its approaches so protected that no sea of any consequence can rise. The largest ships arrive at and leave the harb, at all times of tide. The anchorage is remarkably good. There is a second high-water about two hours after the first, the knowledge of which is most important to the mariner. The first high-water at the full and change of the moon is at 10h 30m, the second high-water at 12h 45m, and low water at 4h. To ships using the graving docks this double tide is very advantageous, as the water remains nearly stationary for nearly two hours; thus, without risk, allowing vessels to come out of the dock, and others to enter, without losing a tide. Auth. The Docks are the property of the Southampton Dock Company; there are also Quays where vessels discharge which are under the jurisdiction of the Southampton Harbour Board, together with piers mostly used by passenger steamers to and from the Isle of Wight, &c. P. C. THW. 10h 30m, oh 45m; Sp. rise 13 ft; N. rise 9/1t. D. at LWST. of 10 acres, 20st and 16 acres 18st, 10 acres in close dock 28st. W. prev. SW.; owing to the land-locked nature of the harb. no winds are specially dangerous. Ry. L. & S. W. Tr.-I. Coffee, wine, tobacco, and all kinds of foreign and colonial produce; E. Machinery, hardware, and manufactured goods. LV. as follows:

,	Tons.	. 6	Tons.
Snale	5,381 Atra	ulo	5,140
Trave	5,381 Dres	den	4,500
Fulda	5,12) Rom	ve	5,010
Victoria		tar	4,339
Augusta Victoria	7,642 Her	ra	5,100
Ems		юсо	
The property under the j	urisdiction	of the <i>Southan</i>	ipion Harb.
Board is :- Quay space 10			
Docks:—	Area.	Depth.	W. of E.
Open dock	16 acres	18ft LWST.	150ft
,,	**	31st HWST.	
Close ,,	10 acres	28ft ,,	56ft
,, ,,	,,	28ft NT.	

Dry docks, &c.: 26 acres.

1	Length.	Width.	Water over blocks.
	ft	ft. 66	ft.
No. 1	400	66	21
,, 2	250	51	15
,, 3	500	51 80 56 20	25
,, 4	450	56	25
Northam Iron Works Patent Slip	450 620	20	25 16 to 18 ST. 6 6 to 8 NT.
J. Ramson's Slip takes vessels of 200 tons	4∞	24	6

Every accommodation—warehouses, cranes, &c. Total length of present quay exceeds 7,500ft, in addition to the extension quay 1,820 ft long, with 20ft of water at LT., which forms the E. arm of the new Dock of 18 acres, having a depth of 26ft, in course of construction. Shears to lift 100 tons. Cranes to 20 tons. LV. using the *Town Quay* the *Morglay*, 1,525 tons, 21ft dft. Larger vessels go to the docks. Vessels using the *Town Quay* of 13½ft dft. can berth at LW. Some steamers do not go into the docks but land their passengers, mails, and specie there by tender. The larger portion of the trade at the Quay of the Commissioners is carried on by vessels not exceeding 1,000 tons. The traffic at the Royal Pier is mainly Isle of Wight passenger traffic.

Charges.—Harb. dues 1d ton. Boomage 1/6 to 5/, according to size. Wharfage. The rates at this port have been recently revised, and copy of dues and charges can be had on application to Mr. W. Bowyer, Southampton Harb. Board, Southampton.

Pilotage.—District. From a line drawn from Lepe Buoy to Lee Point, to all ports and places within the Southampton Water, and from all ports and places within the Southampton Water to sea. Rates per foot. From any place within a line drawn from Lepe Buoy to Lee Point to Southampton, Hamble, or Bursledon:—17st dst. and under, 1/6, above 17st and not ex. 20st, 2/6, above 20st, 3/6; from any place within a line drawn from Lepe Buoy to Lee Point to Eling, Redbridge, Northam, or Chapel, 1/per foot more than the above rates. If a vessel, inward-bound, be not boarded until she is ENE, of Calshot Castle, the pilot is entitled to one-third

only of the rate. From Southampton to sea:—17st dst. and under, 6/, above 17st and not ex. 20st, 7/, above 20st, 9/ per soot. For removing vessels from one place to another within the Southampton Water, the sollowing rates, viz.:—From Southampton to Redbridge, Eling, Northam, or Chapel, and vice verså, 1/; from Southampton to Hamble, Bursledon, Leap, or Buckler's Hard, or Beaulieu, and vice verså, 1/6 per soot; and sor any intermediate distance a proportionate part of the above rates. If a master choose to retain or employ a pilot while at anchor, the charge for the lay days is 7/6 per day.

Towage.-

Connage.	Do	sledon ks or Quay.		Chapel		1	Northan or Iagazin		F	Elin or Redbri	_							
Registered Tonnage.	Calshot Castle,	Cadland Beacon.	Calshot Castle.	Cadland Beacon.	Mouth of Creek.	Calshot Castle.	Cadland Beacon,	Mouth of Creek,	Calshot Castle.	Cadland Beacon.	Mouth of Creek.							
75 100 125 150 175 200 225 250 275 300 350 400	32/ 34/ 36/ 38/ 43/ 50/ 56/ 62/ 68/ 88/	50/ 60/ 56/ 56/ 67/ 62/ 62/ 74/ 68/ 68/ 81/ 75/		30' 36' 34' 18' 32' 38' 36' 19' 34' 40' 38' 20' 40' 47' 43' 23' 43' 54' 50' 27' 50' 60' 50' 30' 56' 67' 62' 33' 62' 74' 68' 37' 68' 81' 75' 40'		40/ 42/ 44/ 46/ 58/ 64/ 71/ 78/ 85/ 92/ 100/	38/ 40/ 42/ 44/ 51/ 58/ 65' 72/ 79/ 87: 95/	40/ 24/ 42/ 26/ 44/ 28, 51/ 32/ 58/ 37/ 65' 42/ 72/ 46/ 79/ 51/ 87: 56/ 95/ 61/		40, 42, 44, 46, 54, 62, 69, 76, 85, 93, 200,	30/ 32/ 34/ 40/ 45/ 50/ 56/ 68/							
-	9	Hamble.			Hamble.				Hamble.				Mou of Doc		onnage.	-	Do	cks.
Bernistered Tonner	Para Para Para Para Para Para Para Para	Calshot Castle.	Cadland Beacon,	Mouth of	Creek.	Docks or Town Quay.	Bursledon.	Registered Tonnage.	From Nab	Light or Needles to	From Spithead to							
1 2 2 2 2 3 3	75 50 25 50 75 50 25 50 75 75 90 90	30/ 32/ 34/ 36/ 41/ 48/ 53/ 59/ 65/ 72/ 77/	27/ 29/ 31/ 33/ 38/ 45/ 56/ 62/ 68/ 74/	32 34 36 38 43 56 62 68 73		14/ 15/ 16/ 17/ 20/ 23/ 26/ 28/ 31/ 34/ 39/	34/ 36/ 38/ 40/ 46/ 52/ 58/ 64/ 70/ 80/	300 400 500 600 700 800 900 1,000 1,200 1,500	3 3 3 3 4 4 4	60/ 90/ 20/ 60/ 00/ 40/ 80/ 20/ 60/	130/ 160/ 190/ 220/ 250/ 250/ 320/ 360/ 440/							

All vessels light or in ballast, 5/ less than the above charges.

RULES.—The Rates are charged on the British Register tonnage, and include the use of one tug boat for towing vessels. A further charge is made for an extra tug boat. Steamers and yachts towed by agreement. Vessels in the foreign trade Id. per Customs' Register ton more than coasting vessels. Over 300 tons, \(\frac{1}{2}d. \) If the tonnage is higher than specified in the tables, towage charged on the next higher rate.

	Do	ks.	Cha	pel,	0	Northam or Town Quay.		ng r ridge.
Registered Tonnage. 252 202 252 252 252 252 252 252 252 252	To the Ballast Wharves and Mouth of Creek. To the Ballast Wharves.		To the Ballast Wharves and Mouth of Creek.	To the Ballast Wharves.	To the Ballast Wharves and Mouth of Creek.	To the Ballast Wharves,	To the Ballast Wharves and Mouth of Creek,	To the Ballast Wharves
125 150 175 200 225 250 275	14/ 15: 16: 17: 20/ 23' 26/ 28/ 31/ 34/	5/ 5/ 5/ 6/ 7/ 8/ 9/ 10/	17/ 18: 19/ 20/ 23/ 27/ 30/ 33: 37/ 40/	6/ 6/ 8/ 9/ 10/ 11/ 13/	22/ 24/ 26/ 28/ 32/ 37/ 42/ 46/ 51/ 56/	15/ 16/ 17/ 18/ 21/ 25/ 28/ 31/ 34/ 37/	34/ 37/ 40/ 43/ 49/ 55/ 61/ 66/ 72/ 80/	27/ 29/ 31/ 33/ 38/ 45/ 51/ 57/ 63/ 70/

All vessels to pay this tariff in full.

ين	Hamble.		Bursl	edon.	Eling or Redbridge.					
Registered Tonnage.	To the Ballast Wharves and Mouth of Creek.	To the Ballast Wharves.	To the Ballast Wharves and Mouth of Creek.	To the Bullast Wharves.	From Town Quay	From Magazines to	From Northam to	From Chapel to	From Docks to	
75 100 125 150 175 200 225 250 275 300	38/ 40/ 42/ 44/ 52/ 59/ 66/ 73/ 81/ 87/	33/ 35/ 37/ 39/ 44/ 51/ 57/ 63/ 69/ 75/	44/ 46/ 48/ 50/ 58' 66/ 74/ 82/ 90/ 100/	38/ 40/ 42/ 44/ 51/ 58/ 65/ 72/ 79/ 87/	25/ 27/ 29/ 31/ 36/ 42/ 47/ 54/ 57/ 62/	22/ 24/ 26/ 28 32' 37/ 42/ 46' 51/ 56/	44/ 46/ 48/ 50/ 58: 66/ 72/ 78/ 84/	37/ 39/ 41/ 42/ 49/ 56/ 63/ 70/ 83/	32/ 34/ 36/ 38/ 43/ 56/ 62/ 68/	

All vessels to pay this tariff in full.

Light or in ballast, 5/ less.

Officials.—Southampton Dock Company, Sec. and Supt., P. Hedger; Harb. Board, Clerk and Coll., A. H. Skelton; Harb, Master, W. Burbidge; Wharfinger, W. Bowyer; Coll. of H.M. Cust., R. Henderson; Lloyd's Agent, J. E. LeFeuvre; Lloyd's Survs., L. Sinnette and J. B. Stevens.

Hotels.—"South Western," "Radley's," "Dolphin," "Royal,"

T

"Star," &c.

SOUTHEND, Essex. River Thames. Pier 11 miles long. D. 9ft HW.

Official.—Harb. Master, W. Chingnall. SOUTHSEA.—See Portsmouth.

Hotels .- "Royal Pier," Castle," &c.

SOUTHWICK.—See Shoreham.

SOUTHWOLD, Suffolk. Lat. 52° 20′ N; long. 1° 39′ E. Situated at the mouth of the Blythe, 28m NE. of Ipswich. Auth. Commissioners under Acts of Parliament 20 and 30 Geo. II.; 29 and 49 Geo. III.; and an Act of 1830. Ry. Southwold Ry., nearest station Halesworth, GE. A decaying Official.—Harb. Master, W. Blowers.
Hotels.—"Centre Cliff," "Swan," and "Crown"

SPALDING, Lincolnshire. Situate on the River Welland, f. and c. 7h 30m. Auth. The River Welland Outfall Trustees.

D. of water at Sp., 7ft to 9ft. Vessels up to 60ft in length can swing. Accn. Two ship carpenters and slipways.

Charges.—River Welland dues, 9d per ton, on the reg. of the vessel. Coals and road materials 6d per ton; cake manure and

other merchandise, Is per ton.

Pilotage.—Clayhole to Fosdyke Bridge, under 8ft, 1/9 per ft;

over 8ft, 2/ per ft; Fosdyke Bridge to Spalding, 1/ per ft.

Officials.—Clerks, Bonner & Calthrop, solicitors, Spalding; Harb. Master, Joseph Atkin. Hotels.—"White Hart," "Red Lion."

SPITHEAD.—A roadstead of the English Channel, between Portsmouth and the Isle of Wight, facing Portsmouth Harb. About 10m in length and 4 in breadth, and could hold 1,000 vessels in safety, and is the principal rendezvous of the THW. at f. and c. 11h 20m. British navy.

STAIRHAVEN, Ayrshire, Scotland. Auth. Owner, Earl of Stair. A small harb dry at LW., with 14st HWST and 8st at HWNT. Used by coasters.

STARLEYBURN, N. side of Frith of Forth. A small harb., fallen into disuse except for the occasional shipping of stones by a quarry tenant of the proprietor, the Earl of Morton

STAXIGOL, Caithness, near Wick. There is a stone pier, dry at LW., at this place.

STIRLING, Stirlingshire, Scotland. Lat. 56° 6' N; long. 3° 59' W., situated at the head of the Frith of Forth. Rys. al. and N.B. No harb. auth. THW. f. and c. 3h 52m. Official.—Harb. Master, W. M. Dickson. Cal. and N.B.

STOCKTON-ON-TEES, Durham. (See also Middlesboro'.) Lat. 54° 34′ N; long. 1° 16′ W.

Pop. 41,015. Auth. Tees Conservancy Commissioners. P. NC. THW. 4h 25m; Sp. rise 111/st; N. rise 81/st. D. on bar 171/st; ST. 18ft; NT. 14ft. Vessels drawing 13 to 15ft have entered at LWST. W. Prev. N. and E. and NE. Ry. N.E. Tr.— A large I. and E. (specially minerals). LV. 3,200 tons.

Charges.—Port charges on ships. Light tolls 1d ton, steam and sail. Anchorage dues 2/6 every vessel. Mooring dues 1d ton. River tolls on ships vary from 11d to 6d ton. Tolls on goods, minerals, &c.

Pilotage.—See Middlesboro'. Towage.—To or from sea, light, 6d per ton; loaded 7d per ton. Officials.—Sec. to Commrs., J. H. Amos; Harb. Master, Capt. W. F. Marshall; Coll. of H.M. Cust., J. R. Owen.

Hotels.-" Vane Arms," "Black Boy," &c.

STOCKWITH, Lincolnshire, under Port of Gainsboro'. HWS. 13ft; HWN. 7ft.

Charges.—Dock dues, 5/ per vessel. STOLFORD BEACH.—See Bridgwater.

STONEHAVEN, Kincardineshire. Lat. 56° 58' N; long. 2° 12' W. THW. f. and c. 1h 10m. Auth. Harb. Bd. under Act 20th May, 1825, and Prov. Order confirmed by Act 10th Aug. 1882. Harb. nearly dries at LW., with 13ft HWST. and oft HWNT., and is used by vessels up to 200 tons. Quayage 350st.

Charges.—2d per ton inwards or outwards. Cargo 11d per ton In ballast, id per ton. Harbour lights, windbound id per ton. reg. In ballast, id per ton. Harbour lights, windbound 1d per ton.

Pilotage.—30 to 50 tons, 5/; 50 to 60 tons, 6/; 60 to 80 tons,
7/; 80 to 100 tons, 9/; 100 to 120 tons, 10/.

Officials.—Harb. Master, A. Laing; Berthing Master, John Duncan.

STORNOWAY, Island of Lewis. Lat. 58° 11' 28" N; long 6° 22' 10" W. Pop. 3,200. Auth. Harbour Commissioners, incorporated by Act 28 and 29 Vic. c. 76. P. NC. THW. 6h 46m; Sp. rise 13½ft; N. rise 9½ft. D. There is no bar. En. to harb. 8 fathoms. W. prev. SW. Ry. H. (D. & S.) Tr.—I. Timber, salt, tar, coal, cement, bricks, flour, &c.; E. Herrings, cured cod and ling, fish, eggs, cattle, &c. LV. 2,722 reg. ton.; largest dft. 25ft. Vessels of 3,800 tons have anchored in the harb. Accn. Stornoway lies in a deep loch or bay on E coast of Island of Lewis and has an area of the account. on E. coast of Island of Lewis, and has an area of 150 acres of anchorage, sheltered from all winds. General depth of water 18 to 36ft; a bottom of sand and mud. There are about 600yds of quay wall, and a LW. pier. There is also a patent slip, 140ft long, 24ft wide. H. of T., ST. 9ft; NT. 5ft. There are several warehouses. Coal hulks moored in outer harbour.

Charges.—Harb. dues 3d ton; in ballast and not loading cargo 11d. ton. No dues charged on steamers coaling or windbound.

Pilotage. - District not defined. Rates by agreement.

Towage.—As per agreement. Officials.—Sees., W. and J. Ross; Harb. Master, Thomas Morison; Collector, W. Lees; Supt. of Cust., W. Callender. Lloyd's Agent.—Stornoway is within 20 miles of the Butt of Lewis, at which point a Lloyd's signal station is about to be erected. Telegraphic communication now extends to Barra Head, and to several points of the W. coast of Lewis.

STRANGFORD, Co. Down, Ireland, six miles from Down-patrick. Auth. Owner, Lieut.-Gen. Lord de Ros, under letters patent of 7th Oct., 1514. Harbour is used by ve sels of up to 600 tons. D. 11ft LWST., and 3 fathoms on Pladdy Bar at LWST.

Charges.—Quayage 2d per ton reg. Plankage 1/ to 2/6. last I/ per ton. Anchorage I/ to 5/.

Pilotage.—Per agreement.

Officials.—Harb. Master, G. Swail.

STRANRAER, Wigtown. Lat. 54° 54′ 40″ N; long. 5° 1′ 40″ W. Pop. 6,342. Auth. Town Council, as Harbour Commissioners, acting under Harbour Act, 1847, and Burgh Harbours Act (Scot.), 1853. THW. (Loch Ryan) 11h 12m; Sp. rise 11ft; N. rise 8ft. D. on bar or entrance and in channel, 3ft at LW. W. most dangerous N. and NW. Ry. Cal. (Port Patrick),

and Ayrton and Wigtownshire. Tr.--I. Timber, coal, provisions, manure, &c.; E. Agricultural produce. LV. about 300 tons. Accn. Being a tidal harb. no vessels can enter at LW. Stranraer at the head of a loch has two piers extending into the sea, of which the eastern is 800yds long, with a depth of 9st at LW. Extensive and secure anchorage in roadstead.

Charges.—Harbour dues, 50 to 100 tons reg., 31d ton; 100 to 150 tons, 41d; 150 to 200 tons, 5d; 200 tons and upwards, 6d.

Vessels in ballast 1d ton.

Pilotage.—District not defined. Rates. Roadstead to harb. and vice versa, 5/ per vessel. Towage.— None.

Officials.—Town Clerk and Clerk to Commrs., W. Black; Coll. of H. M. Cust., R. Caldwell.

STRANTON, Durham. A small port 2 miles SW. from W. Hartlepool.

STROMNESS, Hoy Sound, Pomona, Orkneys. On SW. coast of the island. A safe harb. with a pier, having 10st at LWST. alongside. Auth. Commissioners under the Orkney Piers and Harbours Act, 1872. Used by steamers up to There are two patent slipways. A lifeboat station. THW. at f. and c. 9h om.

STRONTIAN, Loch Sunart, Argyllshire. A small harbour

visited by coasting vessels.

STROOD, Kent, on the Medway, a suburb of Rochester, which SUNDERLAND, Durham. At the mouth of the river Wear.

Lat. 54° 54′ N; long. 1° 22′ W. Pop. 116,548. Auth. The river Wear Commissioners are Conservators of Port and are the owners of the South docks. The N.E. Ry. Co. own the North dock. Graving docks as below. THW. 3h 22m; Sp. rise 14½ft; N. rise 11ft; R. of N. 7¾ft. D. in channel between the docks and the sea, generally, HWST. 25½ft; NT. 22ft. Ry. N.E. Tr.—

1. Timber grain iron ore \$20.5 E. Coele and other pattern field. I. Timber, grain, iron ore, &c.; E. Coals and coke, patent suel, iron, bottles, glass, &c. There are the following Docks :-

	Wa	ter A	nea	Width of Gateway.	No. of	Depth of Water on Sills of Sea Gate.				
		ici i		Wid	Gates.	HW	OST.	HWC	HWONT.	
R. Wear Com, Dks,	a.	r.	p.	ft.	prs.	ft.	in.	ft.	in.	
N. Tidal Basin	2	3	***	444	3			1		
N. Half-tide do	2	2	1	60	400	100	*	- 44	·	
Hudson Dk. N	18	2	16	60	2	25	6	22	0	
, S	7.4	1	27	бо	2	25	6	22	0	
Hendon Dk	11	***	-01	60	1	25	6	23	0	
Sea Lock, 48oft long,)	1			65	2	27	0	23	6	
South Outlet	28	150	***	la		100		1		
Total	78	1	4	Length.	Breadth.					
N.E. Ry. Co.'s Dk. } (Wearmouth, N.) }	6	444		580	420	20	0	17	0	
Total Dock Area	84	1	4							

There are numerous coal staiths; many iron shipbuilding yards, and marine engineering works. Warehouse accommodation. Timber yards. All connected with railway (N.E. Co.). Steam and hydraulic cranes. Steam shears. Extensive wharfage and quayage space.

Graving Docks, &c.	:						
Owner.	Name.	ength.	Breadth.	Width of Entrance.	Depth of Water on Sills.		
		2	Bre	Eng	ST.	NT.	
	No. 1 South	ft. 427	ft.	ft. 45 60	ft. 164	ft. 13	
S. P. Austin & Son	Wear	300 300	60 42	45 491	164 152 16	13 11 12	
Do	Cornhill Bridge	400 320	48	43	175	134	
Strand Slipway Co	(Slipway)	600	for sh	ips up	to 1,200	tons.	

Charges.—Port tonnage dues 1d to 3d ton. Vessels launched 4d ton. Lighthouse dues \(\frac{1}{2}\)d ton. Refuge dues 1\(\frac{1}{2}\)d ton. Port duty on coal. Anchorage and beaconage \(\frac{1}{2}\)ship. River watch 1d ton. Port dues on goods.—South Dock rates: Tonnage. Through toll on coal and goods carried through docks. Dock watermen, 100 tons 3/ ton; 200 tons 5/6 ton; above 200 tons \(\frac{1}{2}\)d reg. ton. in addition. These charges include all mooring.—North Dock. Tonnage rates from 2d to 6d ton inwards, and \(\frac{1}{2}\)d, and 2d ton outwards.

Pilotage.—District. From Souter Point to Ryhope Dene, and the whole port and harb. of Sunderland. Rates. For all vessels into or out of Sunderland 1/6 foot. In addition to these pilotage dues, vessels above 350 tons reg. pay ½d ton on the excess of reg.

tonnage over and above that number of tons.

Towage.—Inwards.—Sailing vessels from within the ballast buoys to any part of the docks or river below the bridge Idd; when a second tug is employed, Id additional; sailing vessels from within the piers either to the docks or river Id; steam vessels from sea either to docks or river 1d reg. ton. All vessels under 80 reg. tons, either to docks or river 10s each. Outwards.—Sailing vessels from any part of the South Docks to sea, or from the North Dock to sea by the river 11d (when two tugs are employed, 50 per cent. additional for the whole towage service); sailing vessels from any tier or berth in or below the rack to sea, either by river or through the dock 11d (should the vessel remain in the dock over the tide, then Ad per reg. ton; and when towed to sea, the outward rate of 11d); steam vessels to sea, either from the docks or river or through the docks 1d reg. ton. All vessels under 80 reg. tons, either from the docks or river 10/ each. Harbour Towage, &c. All vessels from any ballast wharf to any tier or berth in or below the rack, up to 240 tons 1d; for each ton above 240 tons 1d (no less charge than 5/ per vessel); all vessels from any part of the North or South Docks, to, in, or below the rack, up or down 4d (no less charge than 7/6 per vessel); a'l vessels from the North Docks to the Commissioners' Graving Docks, or any part of the South Docks each way ad; all vessels from any tier or berth in or below the rack to any tier below, up to 240 tons 1d, for each ton above 240 4d (no less charge than 5/ per vessel); all vessels from the Commissioners' Graving Docks to any part of the South Docks d reg. ton. These rates do not apply beyond the limits of the port.

Officials.—River Wear Commrs., Gen. Man. and Treas., C. H. Dodds; Clerk and Sec., J. G. Morrs; Harb. Masters, W. Gaudie and D. Wright; Traffic Man., T. Atkinson; Dock Master, P. Wilson; Deputy Dock Master, H. J. Beadle: N.E. Ry. Co. North Dock,

Goods Agent, W. Bryans; Coll. and Min. Agent, E. Knox; Dock Master, Capt. T. Legender; Coll. of H.M. Cust., W. G. McLean. SUNDERLAND, NORTH. - See North Sunderland.

SUTAN or CHURCH BAY.—An open beach on NE. side of Holyhead Bay.

SUTTON BRIDGE. - See Wisbech. SUTTON HARBOUR. - See Plymouth.

SUTTON WASH.—A creek under Wisbech.

SWANAGE, Dorsetshire. Lat. 50° 58' N; long. 1° 37' W. THW. f. and c. 9h. Ry. S.W. Auth. Pier Co. A stone and timber pier, 439st long, carried into 7st at LW. D. at HW. 14st. A 5-ton crane.

Charges.—Average 6d per ton. Passengers 1d each.

Official.-Pier Master, Thos. Dixon.

Hotel.—" Royal Victoria."

SWANSEA, Glamorgan. Lat. 51° 34' N; long. 3° 57' W.
Pop. 100,000. Auth. Harbour Trust, under provisions of the Commissioners Clauses Act, 1847, and the Incorporating Act, 17 and 18 Vic. c. 126. P. Optional outwards; C. inwards. THW. f. and c. at the Mumble. 6h 17m; Equinoctial Sp. rise 31st; OSp. rise 27sst; N. rise 20sst; R. of N. 13sst. W. prev. SW.; most dangerous ESE. Rys. G.W., L. & N.W., and M. Tr.—I. Timber, deals, all kinds of ores, copper, silver, iron, &c., grain, pig-iron, American produce, &c.; E. Coals, patent suel, coke, culm, tin plates, and general manusactures. LV. s.s. Duke of Westminster, 3.726 gross reg. tons, sailing vessel, New York, 2,699 net tons. Accn. Docks, &c.:-

			Lo	ck.	На	Half-tide Basins.			
Name.	Area.	Depth of Water on Sill OST.	Length.	Width.	ંતં	Depth of Water on Sill OST.	Width of En-		
North Dock South do	acres. 14 13	ft. 23 23	ft. 160 300	ft. 56 60	2½ 4	ft. in. 26 0 24 6 idal B	60 70		
Prince of Wales' Dock. Beaufort do. Total	23 I	32	500 —	6 ∞	61	35 °	150		

Owner.	ī	Length.	Breadth.	D. of W. on Blocks.	Entered from
Swansea Dry Dks. & Engineering Co., Ld. } Central Graving Dock &	Albion	ft. 480	ft. 421	ft. 15 to 17	{ North Dock
Engineering Co	Central Cambrian Do.	350 176 156	60 60 52	14 to 22 18 17	Harbour. River.
Swansea Dry Dks. & En- } gineering Co., Ld. }	Globe	400	46	13 to 22	S. Dock Basin
J. Lewis W. Meager.	Jersey Phœnix	240	46 38	11 to 21	River. Do.
G. B. Meager & Co	Villiers	305 280	40	7 to 14	
There are 17,130ft of	quayage	space.	Most	modern	hydraulic

appliances for quick despatch, ample warehouse accn. transit sheds, sidings, &c. Docks connected with railways direct. Cranes to 6

tons, shears to lift 30 tons.

Charges.—Tonnage dues vary from nothing to 9d ton (steamers trading to ports of North America are charged half the published rates). Wharfage rates on goods. Cranage. Low level railway tolls. Repairing vessels and vessels "seeking" free. Discharging ballast. Charges for use of stiffening booms.

Pilotage.—District. Swansea Harb., &c., and so much of the Bristol Channel as is included within the following limits, viz.: "North of the line of the Nash Lights in one," and east of an imaginary line running north and south of a point four miles westward of the Helwick Light Vessel, near Worms Head. Compulsory

inwards, optional outwards. Rates:-

If u	nder	60 tons	. .		£٥	6	0	800 tons and under 900 tons £2 10	0
60	tons a	ınd und	er 100 l	tons	٠.	9	0	900 ,, ,, 1,000 ,, 2 15	0
100	,,	,,	150	,,	0	12	0	1,000 ,, ,, 1,100 ,, 3 0	0
150	,,	,,	200	,,	0	15	0	1,230 ,, ,, 1,300 ,, 3 10	o
200	,,	,,	250	,,	0	18	0	1.300 ,, ,, 1,400 ,, 3 15	o
250	,,	,,	300	,,	1	1	0	1,400 ,, ,, 1,500 ,, 4 0	0
300	,,	,,	400	,,	1	5	0	1,500 ,, ,, 1,600 ,, 4 5	0
400	**	,,						1,600 ,, ,, 1,700 ,, 4 10	0
500		,,						1,700 and upwards 4 15	0
600	,,	"	700	,,	2	0	0	And 5/ for every 100 tons	
700			800		2	5	0	above 1.700.	

Pilots will take vessels over 500 tons reg., outward-bound, clear of the Green Grounds, or to the Mumbles Roads; and the above charge includes landing the pilot in all cases. One-half the above rates only to be paid and payable to every pilot navigating or assisting any vessel (not entering Swansea Harb.) within any part of Swansea Bay, or within the limits of the pilotage ground. Vessels of 200 tons and upwards, if boarded beyond the following bearings, shall pay additional pilotage, as under:—

							aring	Point NNE. Sker E	Soluo	E. or	West Head		Worm's earing E.
200 and	under	r 300	Tons		£	s. 4	d. o	٤	s. 5	d. o		s. 6	
300	,,	400	,,		0	5	6	0	7	6	٥	10	0
400	,,	500	,,	• •	0	7	6	0	10	0	0	15	0
500	,,	600	,,	• •	0	10	0	0	12	6	1	0	0
600	,,	700	,,	••	0	12	6		15	o .	1	5	0
700 tons	upwa	rds		• •	0	15	0	0	18	6	1	10	0

For vessels under 500 reg. tons to the Mumbles Roads, or clear of the Green Grounds, in addition to the outward pilotage rates, the following additional rates, including landing:—Under 100 tons 4/5; 100 and under 200, 5/6; 200 and under 300, 7/6; 300 and under 400, 9/6; 400 and under 500, 11/. For vessels to the eastern or western limits, in addition to the outward rates, the following additional rates, including landing:—300 and under 500 tons £3; 500 and under 700 tons £4; 700 and under 900 tons £5; 900 and upwards £6. For moving vessels within the harb. :—Under 100 tons, 5/5; 100 and under 200 tons, 3/6; 200 and under 400 tons, 5/5, 400 and under 500 tons, 7/6; 500 and under 600 tons, 10/5; 600 tons and upwards, 12'. This rule does not apply within either dock.

Towage.—In or out of the harb. 2d; in the harb. anywhere below the Midland Ry. bridge 1d; above that bridge 1d reg. ton.

Officials.—Gen. Supt. and Statutory Harb. Master and Coll. of rates, John Dixon, Assoc. Inst. C.E.; Clerk to Trust., Talfourd Itrick; Assist. Colls., G. Jones and D. R. Morgan; Dep. Harb. Master Capt. Rosser; Dock Master (Prince of Wales' Dock), Capt. W. Cocks; Dock Master (North Dock), Capt. W. Hiscocks (South Dock), Capt. S. Harman; Coll. of H.M. Cust., C. N. Buchanon Lloyd's Agents, Messrs. Richardson; Lloyd's Surv., W. Ashton. Hotels.—"Mackworth," "Castle," "Cameron," "Bush," &c.

TARBERT, Argyllshire, Loch Fyne. A creek under Port of Greenock. D. HWST. 35st, HWN I. 33st.

Charges.—Harb dues 1d per ton.
TAYPORT (Ferryport-on-Craig), Fife-hire. Lat. 56° 27' N; long. 2° 49' W. Ry. NB. THW. f. and c. 2h 30m. A small harb. belonging to the NB. Ry., 650ft × 236ft, having an entrance 60st wide; 1,360st quayage; 21st HWST., and 71/1 LWST. Cranes list to 6 tons. Staiths load 60 tons per hour. D. LWST. 61st, LWNT. 8st, HWST. 19st, and HWNT. 141st.

Charges. - Vessels 11d per ton. Charge on trimming coal 11d per ton. Dues on imports and exports 6d; minerals 3d; wood 4d per ton.

Official.—Harb. Master, Wm. Culbert. Hotels.—"Scotscraig" and "Freemason's."

TEIGNMOUTH, Devonshire. At the mouth of the river Teign.

Lat. 50° 32′ N; long. 3° 29′ 36″ W. Pop.

7,120. Auth. Harbour Commissioners. P. NC. THW. f. and c. 6h om; Sp. rise 13tt; N. rise 91ft; outside bar, time of HW. and LW. about 25m earlier, and there may be 6in more rise and fall. W. prev. W.; most dangerous SE. Ry. G.W. Tr.—I. Coal and general goods; E. Pipeclay, copper, iron, zinc, ores, and lead. Accn. The harb. is formed by the river Teign. Wharf and warehouse accn. Hutchings' Patent Slip, to take vessels of 250 tons, is 100st long, 21st wide. Two quays accommodating vessels drawing 13st at NT., and 16st at ST.

Charges.—Harb. dues 1d per ton. Ballast, loading or dis-

charging, 11d per ton.

Pilotage.—District. From Lyme to Bob's Nose, and vice versā.

Rates. Per foot :-

		Col			nd Coas sels.	tin	Vessels from or to Foreign Ports.					
Vessels in and out over Teignmouth Bar.			In.		ut.	ex. fo	But not to ex, for each Vessel.		In.	Out.	But not to ex. for each Vessel.	
	'			I		In.	Ō	ut.		!	In. Out.	
		s.	d.	s.	d.	s. d.	5.	d.	s. d.	s. d.	s. d. s. d.	
Not exceed.	reg. tons.	1	0	0	6	5. 0	2	6	13	0 8	6030	
Ex. 20 and n	ot ex. 30 tons	1	О	0	6	7 6	3	9	1 3	0	86,43	
,, 30 ,,	40	1	2	0	7	0 01	5	0	1 5	og	12 0 6 o	
,, 40 ,,		ı	4	0	8	13 0	6	6	1 7	0 10	16 o, 8 o	
,, 50 ,,		I	6	0	9	16 0	8	٥	1 10	OI	0 10 0	
,, 60 ,,	8o	Į	9	0	17	0			2 I	1)	
,, 80 ,,	100	2	2	ı	I				26	1 19	ł	
,, 100 ,.	125	2	7		4	Att	6.	the	2 11	I 6	All by the	
,, 125 ,,	150 i	3	О		6	foot			3 4	1 8	foot dft.,	
,, 150 ,,	175	3	5		9	exc			39	1 11	except as	
,, 175 ,.	200	3	10				OV		4 2	2 1	above	
,, 200 ,,	225	4	2			State			4 6	2 3	stated, for	
,, 225 .,	250	4	6		3	vesse			4 10	2 5	vessels not	
,, 250 ,,	300	4	10		5	ex. 6			5 4	2 8	ex.60 tens	
,, 300 .,	350	5	4		8	1000000	ne g		5 10	2 11	reg.	
,, 350 ,,	400		10					•	6 4	3 2		
,, 400 ,.	450	6	3		2	11			6 9	3 5	1	
,, 450 ,,	5∞	6	7		4	1			17 1	3 7	`)	

A pilot taken on board off the Bill of Portland, or the Start (which is optional to the master), is to receive beyond the pilotage from Bob's Nose to Lyme, as follows, viz.: - For colliers and coasters £2 2s; for ships from foreign parts, £3 3s; and proportionately for intermediate distances. Pilots, if required, are to provide a boat and crew to assist over the bar, to a mooring berth, or to sea, for which they shall be paid over and above the pilotage, 2/6 for each man or oar employed, and 2/6 for the boat.

Towage.—In, 3d; out, 2d ton. Officials.—Clerk to Comrs., J. H. Tozer; Harb. Master and Recr. of Harb. dues, T. W. Hutchings; Coll. of H.M. Cust., A. Tucker.

Hotels .- "Royal," "Queen's," and "London."

TENBY, Pembrokeshire. Lat. 51° 42′ N; long. 4° 43′ W. Carmarthen Bay. Ry. Pembroke and Tenby. Auth. Corporation. Accn. Area of harb. 5 acres; dry at LW., and 16ft HWST. Quay 36oft long. D. at pier head 25ft HWST. W. prev. SE. THW. f. and c. 5h 42m. A lifeboat station.

Hotel.—" Royal White Lion."

THAMES RIVER (see London). Auth. River Thames Conservancy, by Acts, 1857 to 1883. D. off Leigh Shoal, near Southend, where authority commences, is 23st LWST. All vessels entering the river are returned in the Annual Statement, made by the Board of Trade of vessels entering the Port of London.

THORNHAM, Norfolk, in Brancaster Bay. A creek under Port of Lynn. D. HWST. 8ft, HWNT. 4ft.

Charges.—Harb dues 2d per ton. Ballast free.

Pilotage.—10/ to 12/6 per vessel. THROSK. A creek under the Port of Alloa.

Charges .- One-sixth of those of Stirling.

THURSO, Caithness. On the N. coast of Dunnet Bay, at the mouth of the River Thurso. No harb. authority.

Accommodation for boats engaged in the salmon and cod fisheries. TILBURY (see London). On the River Thames, opposite Gravesend. Vessels enter at all times of tide.

Accn.—					
Name.	Dimensions		Area.	0	uayage.
Main Dock	1,816ft × 600ft		25 acres		2.684ft.
Central Branch Dock	1,600ft X 300ft	•••••	11 ,,		3,500ft.
East Branch Dock	1,600ft X 250ft		9 ,,		3,400ft.
West Branch Dock	1,600.t × 250ft		9 ,,		3,400ft.
Long Lock to do. in 2 chaml					
,, 2 ,,		145ft	42ft	•• •••••	4oft.

700ft × 80ft wide.

There are about 50 cranes (30 cwt. hydraulic), a floating leviathan

(50 tons) two dry docks, a transhipment quay, and coaling jetty.

TOBERMORY, Mull Island, Hebrides. Lat. 56° 37' N; long.

6° 5' W. THW. f. and c. 6h om. Auth.

Owner, F. W. Caldwell, under Act 25 and 26 Vic., c. 51. Accn. A stone pier carried out to 10st LW., and 24st HW. Used by steamers and coasters.

Charges. - Regulated by Act of Parliament.

Hotel.-" Western Isles."

TOPSHAM, Devo shire. Lat. 50° 40' N; long. 3° 27' W. Ry. L. and SW. Auth. Commrs., under Act 3 Vic. c. 74. There is a dry dock but no harb., merely a quay on the bank of the navigable channel of the Esk; 8 miles from its mouth. Used by coasters up to 100 tons. Only vessels drawing less than 10ft can get alongside at HW.

TORQUAY, Devonshire.
Ry. G.W. THW. f. and c. 6h om. Auth.
Local Board of Health: a Bill has just passed for the extension of this harb. Accn. The outer harb. has from 10 to 13ft at LWST.; and 20 to 23ft at HWST. Quayage round inner harb. 730ft, with 10 ton crane. P. NC. Rates as agreed by hobblers.

Charges.—4d per ton reg. with cargo; 2d per ton only on windbound vessels. Quay dues various; ballast 1/ per ton.

Official.—Harb. Master, George Pepperell.

Hotels.—"Queen's," "Royal," "Victoria and Albert," "Imperial," &c. The new harbour works will be commenced shortly.

TORRYBURN, Fifeshire. A creek on the Firth of Forth. 4 miles WSW. of Dunfermline. D. HWST. 10ft, HWNT. 8ft.

TRAMORE, Co. Waterford. Near the entrance to the Suir.

"The Metal Man" is a sea mark; the figure of a sailor standing upon a round tower and pointing downwards to the rocks below, where the Seahorse transport vessel was wrecked in 1816.

TRALEE, Co. Kerry. Lat. 52° 16' N; long. 9° 43' W. Pop. 9,600. Auth. Harbour Commissioners. P. C. THW. 4h 3m; Sp. rise 12½ft; N. rise 9½ft. D. on bar, ST. 11½ft. NT. 9½ft; in basin ST. 14tt, NT. 10ft. Ry. G. S. & W. Tr.—I. Coals. timber, iron, salt, grain, oils, cement, and artificial manures; E Barley, oats, and pitwood. Accn. There is good accommodation for shipping. Tralee is at the head of a bay, the greater part of which dries at LW. It is approached by a ship canal 1½ miles long, with a depth of 10ft at OST. and 64ft at NT. The basin at Tralee has an area of about 60,000ft, with convenience for loading and discharging. There are also a pier and harbour at Fenit sufficient for vessels drawing 23ft. Crane power to 10 tons.

Charges. - Harb. dues 6d per ton. Ballast 1/6 per ton.

Pilotage.—District not defined. Rates 2/ per foot on coasters, and 2/6 on foreigners.

Towage.—From gate to basin, 3/6 per horse.

Officials.—Sec., L. Redmond; Harb. Master, R. McCarthy. TRESCOW.—See Scilly.

TROON, Ayrshire, on the Firth of Clyde. Lat. 55° 33' N; long. 4° 40' W. Pop. 2,600. Auth. His Grace the Duke of Portland, under Statute 48 Geo. III., c. 47. P. NC. THW. 11h 50m; Sp. rise 10ft; N. rise 7½ft. D. There is no bar. Depth of water at entrance is from 14½ to 15½ft. LW. W. prev. from SW.; most dangerous NW. Ry. G. & S.W. Tr.—I. Wood, iron and other ores, and limestone; E. Coal and pig iron. LV. 1,697 tons reg., 22½ft draught. Accn. The harb. is formed by a breakwater running out in a N. direction. The En. to the

harb. is between the end of this breakwater and a pier, and is 330st wide. The harb. works are as follows:—

	Area.	Depth.
Tidal Basin or Dock		21 at LW.
Outer Harb	,, 19	$14\frac{1}{2}$ to $15\frac{1}{2}$ at entrance.
Do		11 to 12 half-way up.
Do		11 to 12 head of Harb.
Inner Harb	About 18	Dry at LW.

There is a large iron and wood shipbuilding yard with two Graving Docks, as follows:—

_		Length.	Breadth.	Depth on OHW.
		ſŧ.	ft. in.	ft.
No.	ī	300	37 6	12
No.	2	226	24 6	8

Seven 30-ton steam cranes and one 25-ton steam crane, each capable of shipping 150 to 200 tons of coal per hour.

Charges.—Tonnage dues 1d to 3d ton, according to size.

Boats assistance 11d ton. Dues on goods.

Towage.—To and from the Red Buoy, NW. of the harbour, under 250 reg. tons 2d, 250 and under 500 tons 2dd, 500 tons and upwards 3d ton. To the distance of the Lady Isle, either out or in, £1 each way extra. Should any vessel hoist a jack for a pilot at Lady Isle, they will have one put on board, and be towed in if required, for £1 extra. Notice should be given for tug at least two hours before sailing. Captains refusing to sail after the boat has been got ready by their orders will be charged 5/ additional, unless a satisfactory reason is given for not sailing. Vessels must use their own hawsers, or pay for the use of the harbour one, a rate of not less than 5/ and not higher than 10/, according to the size of the vessel.

Officials.—Man. and Harb. Master, A. Wood; Deputy Harb. Master, W. McMillan; Coll., D. Cook; Principal Officer of Cust., John Paige.

Hotels.—"Portland Arms," "Commercial," and "South

Beach.'

TRURO, Cornwall. Lat. 50° 16' W; long. 5° 4' W. Including Devoran, Pill Point, Restronguet, Ruan, and Tressillian. Auth. Town Council, under a Prov. Order, 4th April, 1883. A tidal harb. in the channel of the River Truro, having D. 6ft at LW, and 9ft 6in at HW.

ULLAPOOL, Loch Broom, Cromarty. Lat. 57° 55′ N; long. 5° 10′ W. A small harb. formed by a pier and a breakwater, with 12ft at LW. outside the breakwater.

UNION HALL PIER, Co. Cork. Bantry Bay. A pier belonging to the Grand Jury.

Official.—Harb. Constable, M. McCarthy.

ULVERSTON, Lancashire. Morecambe Bay. Canal belongs to Furness Ry. D. on canal sill 41/st less than on Liverpool Old

Dock sill.
Official.—Harb. Master, J. B. Barnett, Barrow-in-Furness.

UPHILL.—Creek of Port of Bristol, in the Bristol Channel.
D. HWST. 12st HWNT. 3st.

UYA (pronounced Wi-a). Two islands lying off mainland Shetland. Rendezvous for vessels engaged in deep-sea fishing.

VALENTIA, Co. Kerry, Ireland. A harbour belonging to the

Grand Jury of Co. Kerry.

VALLEY.—A creek of Holyhead. Stone pier. D. HWST. 15ft,
HWNT. 8ft.

Official. J. D. Thomas, Secretary to the Valley Pier Company.

VENTRY, Co. Kerry, Dingle Bay. A pier belonging to the Grand Jury of Co. Kerry.

WAINFLEET, Lincolnshire. Creek of Boston. 5 miles from the sea.

Official.-Supt., J. Perrin.

WALNEY ISLAND, Lancashire, between Morcambe Bay and entrance to Duddon River. (See Barrow.)

WAREHAM, Dorsetshire. Mouth of the Frome, near Poole. Ry. L. & S.W. A commodious harb. and quay for small vessels engaged in exporting pipe-clay.

Hotel .- " Red Lion."

WARDLESS, Lancashire. Creek of Fleetwood. On the Wyre. D. HWST. 15ft., HWNT. 10ft.

WARKWORTH, Northumberland. Lat 55° 20' N; long. 1° 31' W. Auth. H. Andrews, Esq. P. NC. THW. at Coquet Roads, 3h; Sp. rise 14\frac{1}{2}ft; N. rise 11ft; R. of N. 7\frac{1}{2}ft. D. on bar: the bar, which formerly had only 1ft at LW. and 15\frac{1}{2} at ST., has been reduced by dredging; usual depth at ST. 18 to 19ft; at N. 13 to 14ft. W. prev. E. to NE., particularly NE. Ry. N.E. Tr.—I. Deals, battens, timber, props, &c; E. Coals and bricks. LV. 1,350 reg. tons. No vessel can enter at LW. of ST. Accn. The harb. is formed by the lower reach of the river Coquet, the entrance to the harb. being between two breakwater piers 225ft apart at the entrance. The area of the harb. below LW. mark is 18 acres; depth of water is about 10ft at LWST., and 24\frac{1}{2}ft at HWST. The area to which this depth extends is from the lowest berths on the S. side to the upper berths of the Radcliffe Coal Co. and extends to about 100ft from face of quays. Length of quay space altogether 1,155ft. A line of quays has been formed on the S. side of the river, bringing the river, which at that place was very circuitous and changeable, into a more direct and fixed course. Along these quays are formed the shipping berths of the Broomhill and Radcliffe Collieries, quay rys., harb. master's, staith master's, and coal-trimmer's offices, also warehouses.

Charges.—Harb. dues, 2 d to 3d per reg. ton; for refuge only, Id per ton. Trimming, 4/ per keel; steamers, 3/ per keel. Ballast discharged, steam crane, I/per ton.

Pilotage.—In summer 1/3; in winter 1/6 per foot.

Towage.—In and out 3/6 per keel.

Officials.—Agent to Prop., J. Park; Harb. Master, M. F. Gray; Staith Master, J. Appleby; Lloyd's Agent, T. Leighton.

Hotel.-"The Sun."

WARREWATER or BUDLE CREEK, Northumberland, D. HWST. 14st., HWNT. 8st. THW. 2h 40m.

WATCHET, Somerset. Lat. 51° 10′ N; long. 3° 20′ W. Ry.
West Somerset. Auth. Commissioners. A small harb. used by coasting vessels. Area 9½ acres. Quavage about 800ft. Dry at LW. D. at HWST. 27ft. There is a good privatelyowned steam crane used by arrangement. W. prev. N. and N.E. and N.W. THW. f. and c. 6° 58m. A lifeboat station.

Charges.—Id per ton reg., with tolls on goods as per tariff.

Officials.—Clerk, E. Helland; Harb. Master, J. Watts.

Hotel.—"West Somerset," A. Mossman.

WATERFORD, Waterford. On both banks of the Suir. Lat. 52° 7′ 25″ N; long 6° 55′ 53″ W. Pop. 22,500. Auth. Port and Harb. Comrs., acting principally under Act 9 and 10 Vic. c. 292. P. NC. THW. f. and c. at W. Bridge at 6h 6m; Sp. rise 13½ft; N. rise 10½ft. D. on bar at S.T. 14ft, NT. 17ft. W. prev. SW. Rys. W. & T., W. & C. (I.), W. & L., and W.D. & L. Tr.—I. Grain, timber, and coal; E. Cattle, grain, and agricultural produce. LV. ss. 1,892 tons, deepest dft. 25½ft. Accn. A natural harb. formed by the channel of the Suir from the city of Waterford to its confluence with the Barrow, and thence to the sea by the estuary of these two rivers, a distance of 15 miles. Width of entrance 3 miles. The river Suir is navigable for vessels of 20ft dft. up to Waterford, where they lie afloat at the quays. Quayage space, warehouses, cranes, graving bank, &c. Depth of water at the quays 22ft LWOST. Vessels windbound anchor off Passage East.

Charges.—Harb. dues under 100 tons 1½d ton, over 100 tons 31 ton. Light dues all vessels over 81 tons ½d ton. Tonnage dues. Water bailiff's fee. Anchorage.

Pilotage. – District. On the east, an imaginary straight line drawn from a point on the coast at or near Crossfarnoge Point to a point at sea three leagues southward of same. On the west, an imaginary straight line drawn from a point on the coast at or near Great Newtown Head, to a point at sea one league southward of same. On the south, an imaginary straight line drawn from the seaward extremity of the above eastern boundary line to the seaward extremity of the western boundary line. On the north, an imaginary line drawn from Granagh Castle to Bilberry Rock, about one mile above Waterford Bridge. Rates. Inward:—

	To above Credan Head, and not further than Passage.	To Cheek Point and Glasshouse Reach, and no further.	Above Glass- house Reach and up to Waterford.
PILOTAGE STATION, No. 1. For piloting any vessel from any part of this station PILOTAGE STATION, No. 2.	t≩d per ton	2ld per ton	3ld per ton
For piloting any vessel from any part of this station	råd per ton	2d per ton	3d per ton
of whatever tonnage, shall be charged altogether more (inward) than	£ s. d. 7 10 0	£ s. d. 9 13 4	£ s. d

Outward,—	To Passage.	To any part of		
		Station, No. 1		
From Waterford	ild per ton	21d per ton		
From Waterford, if ballasted by Ballast Office	rid per ton	2 d per ton		
From Cheek Point	• • • • • • • • • • • • • • • • • • • •	rd per ton		
From Passage	:	id per ton		
Provided always, that no vessel, of whatever tonnage, shall be charged altogether more				
(outwards) than-	£. s. d.	£ s. d.		
From Waterford	4 10 0	7 10 0		
From Waterford, if ballasted by Ballast Office	3 10 0	6 10 0		
From Cheek Point	,	300		
From Passage	•••	300		

Towage.—Same as New Ross.

Officials.—Sec. to Harb Commrs., J. Allingham, jun.; Harb. Master, N. Parle; Coll. of Rates, E. Power; Coll. of H.M. Cust., R. Boyd; Pilot Master, Capt. Kennedy.

Hotels.—At Waterford: The "Imperial," "Adelphi," "Commins's," and "Globe." At Passage: "Kavanagh's" and "Love's."
WATERMOUTH, Devonshire, near Ilfracombe. Ry. L. & S. W.

THW. f. and c. 5h 30m-11h 30m. A small harb. frequented by vessels of about 60 tons; the property of Mrs. H. M. Bassett. Dat HWST. 24ft.

Officials.-Agents, T. J. Pitts Tucker & Sons, Barnstaple:

Harb Master, R. F. Lewis.

WEARMOUTH, Durham, on the Wear. Connected with Sunderland (which see).

WELLS, Norfolk. Lat. 52° 57' N; long. 0° 52' E. 29 miles NW. from Norwich. Ry. G.E. Auth. Commissrs., under several Acts of Parliament. Accn. Quay 645st. LV. 130 tons. W. prev. NE. and NW. THW. s. and c. 6h 20m. A lifeboat station.

Charges .-- 1/ per ton reg. inwards; 8d outwards.

Official.—Harb. Master, Capt. W. Temple. Hotel.—The "Crown."

WEMYSS, Renfrewshire, F. of Forth. Lat. 55° 54' N; long. 4° 53' W. Auth. Owner, R. Erskine Wemyss, Accn. Quay frontage 600ft. D. HWST. 16ft and HWNT. 10ft. Used by vessels loading coals from the Wemyss Collieries. LV. 545 tons. W. prev. W. THW. f. and c. 1h 57m.

WESTPORT, Mayo, Ireland (see also Innislyre). Lat. 53° 49' N; long 9° 30 W. Pop. 5,000. Auth. Port and Harb. Commissioners, under Act 1853. P. NC. THW. 4h 57m; S. rise 121ft; N. rise 91ft. W. prev. W. Ry. M.G.W. Tr.—I. Timber, coal, salt, &c. E. Agricultural produce, &c. LV. from 400 to 500 tons. No vessels enter at LW. Accn. A very safe harb. Large ships bound to Westport and having to be discharged always anchor afloat in Innislyre, which is within the harb. of Westport; here there is safe anchorage in all weathers for ships of very large tonnage; warehouse, wharf, and crane accommodation. The quay at Westport is 2,500st in length; the approach to the quay is never undertaken without pilots. Vessel 14st draught may approach quay.

Charges.—Harb. dues. Small boats according to size.

Pilotage. - District. From Harb. to Inishgort Lighthouse.

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Towage. - As per agreement.

Officials.—Sec. to Port and Harb. Commrs., J. Reed; Harb. Master, G. Downer; Supt., T. Carnaghan; Ry. Man. (M.G.W.R.),

Dublin, I. E. Ward.

WEXFORD, Co. Wexford. Four miles from the entrance to the harb., 64 miles SW. from Dublin. Lat 52° 20′ N; long 6° 25′ W. Pop. 12,055. Auth. Harbour Commissioners, under Acts 37 and 38 Vic. c. 40. P. NC. THW. at town 7h 21m; Sp. rise 5ft; N. rise 3½ft. D. on bar at LWST. 8ft. W. prev. S. and SW., most dangerous E. and N.E. Ry. D. W. & W. Tr.—I. Timber; coal, &c.; E. Agricultural produce; &c. LV. 14½ft to 15ft dft. at HW. good ST.; no vessels enter at LW. Accn. A natural harb.; there are neither piers nor docks. There is 2,475ft of quayage, and the general depth of water is from 6ft to 13ft. Abreast the quays there is from 15ft to 20ft. Handcranes, weighing machines, &c. There is a patent slip 36oft long and 58ft wide.

Charges .- Tonnage dues, sailing 4d reg. ton, steamers 5d.

Rates on cargo.

Pilotage .- District. The area within an imaginary line drawn straight from Blackwater Head to the northern end of the Long Bank, thence along the western edge of said bank to its southern end, and thence straight to Greenore Point. Rates per reg. ton. Every vessel entering district, and discharging or loading any cargo, or without discharging any cargo, taking in any additional cargo in the harb, or in Rosslare, and then going out of the said district, inward and outward together, 5d. Entering district, and discharging any cargo in the harb: or Rosslare, but not taking in any cargo, inward, 4d. Going out of district with cargo, but not having entered with cargo, outward 4d. Entering or going out of district in ballast, not having paid any of the foregoing rates, for inward or outward, 1d. Coming within district by reason of stress of weather or other cause, but not discharging or receiving any cargo within such limits, inward or outward 2d. reg. ton. And in addition to the above rates :- From or to any point outside district, for every vessel not ex. 100 reg. tons £1; for every vessel ex. 100 reg. tons and not ex. 200 reg. tons £2; for every vessel ex. 200 reg. tons £2 for the first 200 reg. tons, and £2 additional for every 100 reg. tons beyond the first 200 reg. tons.

Towage.—Quay to bay, or vice versa, 6d. reg. ton. Island side to bay, or vice versa, 5d. Island side to quay, or vice versa, 3d. Vessels in ballast, in, out, or any portion of the way, 2d per

Minimum charge 10/. Outside of above limits by special

agreement.

Officials.—Sec. to Comrs., J. W. Walsh; Lloyd's Agents, Jasper Walsh & Co.; Eng.neer, E. K. Ryan, C.E.; Harb. and Ballast Master, Capt. A. Ennis; Coll. of Rates, W. Murphy; Supt. of H.M. Cust., J. Samuel; Pilot Master, Capt. P. Cogley; Traffic Man. (D. W. & W. Ry.), W. L. Payne.

Hotels.—"White's" and "Imperial."

WEYMOUTH, Dorset. Lat. 50° 36′ 30″ N; long. 2° 26′ 40″ W. Pop. 13,715. Auth. Town Council, under everal local Acts. P. N.C. THW. at Portland Br. 7h Im; Sp. several local Acts. rise 6fft; N. rise 4fft. D. on bar 12ft LWST. W. prev. SW. Rys. G. W. and L & S. W. Tr.—General. LV. 500 tons at HW. and 200 tons at LW. Accn. The river Wey divides the towns of Weymouth and Melcombe Regis, and from its mouth a stone pier runs out ENE. for about 200yds, and is continued 300st by a concrete pier 2st above OST. The N. side of the entrance is protected by a stone pier running out E. by S., and from its end a pile pier extends 300st. Depth of water in harb. 12st LW. and 17st HWST. Area of harb. E. of bridge 19# acres, W. of bridge 27 acres. The Alexandra patent slip is 134ft long, 26ft wide; height of tides 15ft ST., 121ft NT. Extensive improvements have been made in the harbour to give increased depth, for an improved service of boats for the Channel Islands by the G.W. Ry., which run daily each way.

Charges. - Harb. dues 3d ton; in and out windbound 3/.

Pilotage.—District. From St. Alban's Head to Lyme, and vice versd. Rates per foot:—Inwards or outwards. From a line drawn from Lulworth to the outer part of the Race or Shambles, into Weymouth or Portland Roads or Bay, from Weymouth or Portland Roads or Bay into Weymouth Harb., from sea into Lyme Harb., under 8 st., 2s., and 3d. for each additional foot. The pilot must, if required, provide a boat with four men to attend her from the Roads to the quay, or vice versá, to tow her in or out, or carry ropes on shore, or to the posts, &c., as may be necessary, for which each man is to be paid 4/per tide; the owner of the boat to be paid the same as a man. A pilot taken on board at sea shall be entitled to the following additional pay:-From St. Alban's Head or Bill of Portland, to off Bridport or Lyme £2 2s.; if three leagues from the limits of Weymouth, Bridport, or Lyme £3 3s.; it six leagues from the limits of Weymouth, Bridport, or Lyme £4 4s.; if ten leagues from the limits of Weymouth, Bridport, or Lyme £6 6s. Steam vessels calling at Portland for coal only to pay for pilotage into and out of Roads 1/6 per foot for vessel—dry of water.

Towage.—As per agreement with Messrs. Cosens & Co.,

Weymouth.

Officials. - Town Clerk, P. Hooper; Harb. Master, Robt. A. Ayles; Wharfinger, Henry Warren; Coll. of H.M. Cust., R. A Crumbleholme.

Hotels.-" Marine." "Victoria." "Oueen's." "Golden Lion."

WHIDDY HARB., Bantry Bay, Ireland. Secure and well sheltered for large ships.

WHITBY, Yorkshire. On the Esk. Lat. 54° 29' N; long. o° 36' W. Pop. 14,086. Auth. Harbour Trustees, under Act 1879 and an order of 1883. P. NC. THW. f. and c.

3h 45m; Sp. rise 15ft; N. rise 11½ft; R. of N. 8ft. D. Bar dry at LW. W. prev. NE.; most dangerous N. to NW. Ry. N.E. Tr.—I. Timber, &c.; E. Coal, alum, jet, &c. LV. New Brunswick, 574 reg. ton. Accr. The harb. is formed by two piers, E. 980st long, and W. 1,050st long, and has an area of 89 acres, with a depth at HWOST, varying from 10ft to 15ft, which is influenced by wind. Two 5 ton cranes; private cranes of from 2 to 5 tons. Quayage space about 3,000ft. There are five Dry Docks, viz:—

Name.		Length.	Width Gates.				
					ft.		in.
		Robin Hood's				31	6
	Do.	Do.	Do.		110	33	6
	Do.	Do.	Do.	••••	113	33	6
Vhitehall	Turnbull &	& Son			200	31 33 33 36	3
Boghall	Do.		. 		130	31	IO
_	Aver	age Depth of	Water on Sil	l ST. 6	ft.	•	

Charges.—Harb. dues, under 50 tons 2d ton, over 50 tons

21d ton. Refuge, 1d per ton. Rates on goods.

Pilotage.—District undefined. Rates per foot. Whitby, from April 1 to Oct. 1, 1/3; from Oct. 1 to April 1, 1/6. Seaham, ditto; Blyth, ditto; Amble, ditto; Alnmouth, ditto; North Sunderland, ditto; Holy Island, ditto.

Towage.—Vessels of 9 keels 14/, and 1/ for each additional keel.

Officials.—Sec. to Harb. Trust., P. G. Coble; Harb. Master, Capt. R. Gibson; Supt. of H.M. Cust., S. Scott. Hotels.—"Royal," "Crown," "Angel," and "Station."

WHITEHALL, Stronsa, Orkneys. Auth. Col. D. Balfour, under Act 1879. Accn. A stone pier 464ft long, carried out to 10ft LW. and 23ft HWST. Vessels of 7ft draught come alongside at all times of tide, and vessels of 13st 6in at HW. W. prev. and most dangerous NW. and NE.

WHITEHAVEN, Cumberland. Seaport, halfway between the Mersey and the Clyde. Lat. 54° 39′ N; long. Mersey and the Clyde. Lat. 54 39 N; long.

3° 35' W. Pop. 19, 300. Auth. Harbour Trust., under Principality
Act 22 Vic. c. 14. P. NC. THW. 11h 14m; Sp. rise 26ft; N.
rise 19ft. D. On dock sill ST. 22ft; NT. 16ft. W. prev. SW.;
most dangerous W. and NW. Rys. L. & N.W., and W.C. & E.
Tr.—I. Grain, timber, and general goods; E. Coal, iron, ore,
pig-iron, and steel rails. LV. about 2,coo tons burthen. Accn.
A tidal harb. enclosed by piers, and divided into the Outer, Inner,
N. and S. The Queen's Dock is 4½ acres in extent, entrance 50ft
wide, depth of water 25ft. Ouavage space, 1,602ft. Extensive wide, depth of water 25st. Quayage space, 1,692st. Extensive shed accommodation and every facility for shipping. Patent Slips, steam and hand cranes, &c :-

	Owner.	Length.	Width.	H. o	fT.	Remarks.		
	Owner.	Length.	wigui.	ST.	NT.			
Patent Slip.	Whitehauen	ft.	ſt.	ft.	ft.	Colft of water		
	Whitehaven Shipbuilding Co.	200	32	17	12	61ft. of water at fore end of carriage.		
Gridiron	Harb. Trust	200	21	13	7	Carriage.		

Charges.—Light dues 2d ton. Tonnage rates, in and out, 5 per cent. relate on published rates on ships using harb. only. Rates on goods.

Pilotage.—District. No licensed pilots. A boat attends all vessels from the harb. authorities. Rates as per agreement. Usual

charge from 15/ to £3.

Towage.—13d ton, within certain limits.

Officials.—Clerk to Harb. Trust., J. Collins; Harb. and Dock Master, T. Mann; Coll. of H.M. Cust. M. Muir; Coll. of Dues, D. Burnyeat; Harb. Engineer, J. S. Brodie. Hotels.—"Grand," "Globe," "Black Lion," and "Golden

Lion.'

WHITEHILLS, Banffshire, Scotland. Lat. 57° 40' N; long. 3° 25' W. Situated midway between Banff and A small tidal harb., dry at LW, used by vessels of the Earl of Seafield. W. prev. N. and NE. THW. f. and c. oh 28m. Offici I.—Harb. Master, John Watson.

WHITHORN, Wigtonshire. Lat. 54° 40′ N; long. 4° 15′ W. A small place near Wigton Bay. Lifeboat station. Official. - Harb Master, James Duff.

WHITSTABLE, Kent. Lat. 51° 22′ N; long. 1° 2′ E. Rys. L.C. & D. & S.E. THW. f. and c. 12h om. Auth. S.E. Ry. under Act 16 and 17 Vic. c. 157. Accn. Smell tidal harb. with about 613yds. of quayage, dry at LW. D. at HWST. 141ft and 111 ft at NT. W. prev. SW. to NE. The trade is principally in coal, corn, and timber; extensive oyster grounds. Accn. There are four small slipways to take vessels of 250 tons.

Charges.-Tonnage dues on vessels bringing goods other than coal 41d per ton; coal vessels, 1/4 per ton reg., and 1d meterage;

refuge dues 2d per ton per week.

Pilotage. - If required assistance can be obtained from fisher-

men at say 10/ per voyage.

Officials.—Harb. Master, W. B. London; Lloyd's Agent, Capt. J. R. Daniels

Hotels. - "Bear & Key," W. Brannan; "Duke of Cumber-

land," C. Gurr.

WICK AND PULTNEY, Cairhness. Lat. 58° 27' N; long. Harbour Trust. under Act, 1879, and Provisional Order, 1883. P. NC. THW. f. and c. 11h 22m; Sp. rise 10ft; N. rise 7 ft; R. of N. 5st. D. There is about 2st of water at LWST, and 10st LWNT. between the outer portion of the enclosing piers, and the new head of the S. pier is constructed in about 10ft of water at ebb. W. prev. from W. to SW., and are off the land. The bay is exposed from NE. to S., and with strong winds from these directions a heavy surf is raised in the bay. Ry. H. (Sutherland & Caithness). Tr. -I. Timber and salt; E. Grain, wool, fish, &c. LV. 232 reg. tons. Accn. Wick and Pultney Harb. consists of 2 basins, generally known as the inner and outer harbs. They are tidal harbs., with a total area of about 114 acres dry at LW. of ST. There are about 4,000 lin. It of quay walls. Vessels of 230st in length and 16st deep can discharge and load. Vessels drawing 8st can enter at LW. Recent improvements afford from 8 to 10ft at LW. along both quays. There is limited cranage and warehouse accommodation.

Charges .- Harb. dues, according to size, from 2d to 6d ton.

Rates on goods.

Rates on goods.

Pilotage.—District. Within a line drawn from the North Head to the South Head of Wick Bay. Rates. For every vessel above 20 tons entering and leaving harb. 4d reg. ton; for each tide's work within the harb. 7/6; for laying out kedge or warp to assist vessels 5/. Outside the harb. limits:—For one tide on board, 5/; for any period from 12 to 24 hours, 10/; if detained on board 36 hours, 20/; if two days or a week on board, not more than 30/; if obliged to bear up for shelter to any of the adjacent harbs, not more than 40/. Vessels which have sailed from the harb, and put back by stress of weather, or from any other cause, without having accomplished their voyage, are not liable for additional rates.

Towage.—As per agreement.
Officials.—Treas., W. Crow; Clerk, W. M. Crowe; Sec.,
D. W. Georgeson; Harb. Master, W. Paterson; Coll. of H.M. Cust., J. Dodsworth.

The harb, is at present being deepened to 19ft at HWST., and 15ft to 16ft at HWNT.

WICKLOW, Co. Wicklow. Lat. 52° 57' N; long. 6° 0'5" W. Ry. D.W. & W. THW. f. and c. 11h. om. Auth. Commissioners under Acts, 1842 and 1851, and the Irish Loans Act, 1888. Accn. Area about 15 acres. D. at entrance off LW. Packet quay 300ft long with 11ft. LW. LV. 1,520 tons drawing 15ft. W. prev. SW., most dangerous SE. & E. to NE. Charges.—Windbound, 2d per ton reg.; cargo, 4d per ton;

foreign ships, 6d per ton.

Official.-Sec. and Harb. Master, James Hamilton.

Hotel .- "Green Tree."

WIGTOWN, Wigtown. Lat. 54° 53' N; long. 4° 25' W. Pop. 1,725. Auth. Town Council of Burgh. P. NC. THW. 11h 30m. D. in river at LW. from 2 to 5ft; ST. 18ft; NT. 10ft. W. prev. S. to SE. Ry. Wigstownshire. Tr.—I. Pigiron, timber, grain, coal, and manure; E. Agricultural produce and bale goods. Accn. The harb, which is dry at LW., has an area of about 1 acre. There is about 600ft of quayage space.

Charges.—Harb. dues and 1d per ton. Ballast 1s per ton.

Pilotage.—District not defined. Rates as per agreement.

Towage. - As per agreement.

Officials .- Town Clerk, W. Hawthorn; Supt. H.M. Cust., R.

Hotels .- "Galloway Arms," "Commercial."

WISBECH, Isle of Ely. On the river Nene. Lat. 52"
41'N; long. 0' 9' E. Pop. 9,248. Auth. Mayor, aldermen, and burgesses, under Statute 50 Geo. III. c. 206. P. C. THW. 7h om; Sp. rise 15 to 17ft; D. on bar varies from 10ft to 12ft at LW. W. prev. SW.; ships most exposed to NE. Rys. G.E., G.N.R. and M. Tr.—I. Coal, timber, &c.; E. Corn, coals, salt, and agricultural produce. LV. 1,546 tons. Accn. The harb. is about 16 miles long, with an average width of 200ft. The Sutton Bridge Dock has an area of 13 acres, with a depth of 18ft at NT. and 23ft ST. Quayage space 80oft, but cannot be used at present. Although the dock cannot be used a large trade is done in the harb, at Sutton Bridge, many large vessels discharging there. Henson's Patent Slip, which can take a vessel of 300 tons,

LZ

is 380st long, 80st wide. D. ST. 25 to 27st; NT. 20 to 25st. Clane 5 tons.

Charges.—Tonnage rates, UK. and foreign ports, from 2d to 9jd ton.

Pilotage.—District. Wisbech to the Eye. Rates. Vessels, laden or light, between the Lower Roads at sea and the Cross Keys Bridge, or from or to any intermediate place (barges and lighters belonging to Wisbech excepted) 1/6 ft. Inwards and outwards:—All vessels drawing 12ft, and upwards, whether inwards or outwards 1/9 ft. If the master or commander of any ship or vessel (except ships or vessels delivering at or loading from the Eye) requires a pilot to go or continue on board beyond the Lower Roads or above the Cross Keys Bridge, he shall pay 1/4 per foot.

Towage.—As per agreement.

Officials.—Town Clerk, F. Jackson: Harb. Master, W. W. Nicholls and G. Hoole; Coll. of H.M. Cust., W. G. Hamilton.

Hotels.—"Rose and Crown," "White Hart," "Vine,"
"Ship," "White Lion," &c.

WITHERNSEA, Yorkshire. A fishing port and pleasure resort.

Open beach. Iron pier.

WIVENHOE, Essex. River Colne. Auth. Colne Commissioners under ancient royal grant. Ry. G.E. Vessels of 300 tons get up to this place. There is a patent slipway. Messrs. Forrest & Son, of Limehouse, Loudon, are making

a graving dock at this place.

Official.—Coll. of Channel Dues, J. M. Johnstone; Cust.

Officer, H. Russell.

WOODBRIDGE, Suffolk. Lat. 51° 59' N; long. 1° 23' E.
On the Deben. No Harb. Auth. Considerable trade in coal, corn, timber, &c. Accn. Convenient wharves and quays.

Official.—Cust. Officer, W. Quick.

WOODHAVEN, Fifeshire. On the Tay, opposite to Dundee. The only remains of a harb. is a stone pier. WORKINGTON, Cumberland. On the Derwent. Lat. 54° 38' N; long. 3° 33' W. Pop. 23,000. Auth. Earl of Lonsdale under Acts, 1850, 1861, and 1869 P. NC. THW. f. and c. 11h 4m; Sp. rise 25\ft; N. rise 20ft. D. of water at entrance at LW. 2ft. W. prev. SW.; dangerous NW. Ry. L. & N.W. Tr.—I. Grain, timber, ore, and general goods; E. Coal, iron, ore, steel rails, &c. LV. 1,032 reg. ton; length 232ft, dft. 18ft 41in. Accn. The barb., formed by the outlet of the river Derwent, is fronted by a stony foreshore one-third of a mile broad. That to the S. of the entrance projects well out to the W. of the N. shore, and from it a stone pier runs out in a NW. and WNW. direction, from which a breakwater extends NW. 500ft, also on same side are a wooden pier, quay jetty, and main pier containing a spice known as the old dry dock; also another projection called Merchants' Quay, between which and the main pier is the harb. On the N. side is the Lonsdale Dock 600st long, 500st wide, area about 4\frac{1}{2} acres. Entrance gates 40ft wide, depth over sill ST, 18ft; NT. 8ft. Ample and convenient stowing ground for rails, nigotion Ample and convenient stowing ground for rails, pig-iron, iron ore, &c. Large and convenient shed for dry goods. Steam cranes. The Derwent Patent Slip, which take vessels 150st long and of 350 tons, is 150ft long, 30ft wide. Eight cranes.

Charges.—Harb, and dock dues 61d ton. Tonnage rates 7d and 1/ ton. Harb, boat 1/6 to 21/ per vessel, according to size.

Pilotage.—District. See Whitehaven. Rates 1/6 to 5/according to size.

Towage.—Steamer inwards, 1d ton; steamer outwards, 1d ton; special rates by agreement. Sailing vessels, inwards, 11d ton; outwards, 11d per ton.

Officials.—Harb. Master, F. Vaughan; Deputy, D. Armstrong, Traffic Man., S. M. M'Gowan; Coll. of Harb. Dues, W. Hill.

Hotels .- " Green Dragon," " Station."

WORTHING, Sussex. Watering place. A pier not mile long, used by fishing boats.

Charges. - According to agreement.

YARM, Yorkshire. Inland creek of Port of Stockton-on-Tees. D. HWST. 13ft, HWNT. 7ft.

Officials. - Same as Stockton.

YARMOUTH, Isle of Wight. Pop. 800, Auth. Mayor and Burgesses, under the Yar Bridge Act, 1858, and the Yarmouth Pier Order, 1879. THW. 10h—12h; Sp. rise 7ft; N. rise 6½ft. D. over bar at LW. about 5ft, at HW. about 13ft. W. prev. SW.; most dangerous at NW. Tr.—I. Coal, timber, railway goods; E. Lambs and malting barley. LV. about 350 tons. Accn. At the mouth of the Yar river there is a port for small vessels, an excellent quay, and good shelter is provided by a breakwater. There is a pier outside the harb. used principally by passenger steamers.

Charges.—Harb. dues, colliers over 200 tons 5/ each, under, 3/6 to 4/6 each. Ballast 1/6 ton.

Towage.-None.

Officials.-Town Clerk, A. II. Estcourt; Harb. Master, H. Warder.

Hotel,- The "George."

YARMOUTH, GREAT, Norfolk, Lat. 52° 34′ 25″ N:
long. 1° 44′ 20″ E. Pop. 50,000.

Auth. Port and Haven Commissioners under Acts, 1866
and 1874. THW. (Y. Roads) f. and c. 9h 15m; Sp. rise
6ft; N. rise 4½ft; R. of N. 3ft. D. The depth at entrance
to haven over bar averages 10½ft LWOST. Av. rise and fall of
tide 6ft in N. and NW. winds, the rise of tide increases from
1 to 3ft. The minimum depth on bar in the fairway of the entrance.
between the piers is 10ft at LW. or 16ft at HWOST. W. prev.
W. are N.W. to S.W., and the most dangerous are ESE to S.
Ry. G.E. Tr.—I. Grain, timber, seed, oilcake, stones, coal;
E. Grain, flour, fish. LV. 751 tons; 16ft 8in deepest dft.
Accn. Area of harb. about 20 acres. No docks. About 23,400ft
of quayage. Numerous quays and wharves along both sides of the
river. There are five dry docks, one of which has taken a ship up
to 800 tons. Crane power to 10 tons.

Charges.—Rates on vessels vary from 3d to 6d ton, or certain charges per vessel per annum. Weighing and measurage Cranage. Ballast 1/2 per ton. Dues on goods 4d to 1/ per ton.

Pilotage. – District. From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness; thence across the Kentish Knock to and from the Downs. Rates; –

				For	ıft,	and	FOR VESSELS		
AR	£	s.	đ.	£	5.	d.	£	s.	d.
From the Dudgeon Light, its parallel of latitude, or the northward there-	İ			:					
of, to Orfordness	5	0	0	6	5	0	7	10	•
*From Smith's Knowl, Yarmouth, or Lowestoft to Orfordness	١.	•	•	,	10		,	7.5	•
*From Southwold to Orfordness		17	6	2 1	- 5	0	3	17	6
From the Dudgeon Light, its parallel of latitude, or the northward thereof, to Yarmouth Roads, either within or				!				-,	
without the Sands	:			3			:	0	0
From Smith's Knowl, Yarmouth, or	10	10	0	12	0	0	1 15	15	0
Lowestoft, to Downs	!			10			12	12	٥
Gatways From Orfordness to the entrance of the	1	0		r		- 1	1	_	0
Gatways From Sea to Yarmouth Roads, through	1	0	0		10	0	2	2	۰
any of the Channels		-		drau	_		•		
of the Channels, to Sea	2 (per	100	t dra	nRut	•			

An addition of one-fifth is chargeable on the above rates, in case the pilot shall conduct the vessel to any port or place westward of the Nore Light.

No vessel to pay for less than IIft. Into and out of the harb. of Yarmouth, per foot:—Vessels 8ft dft. and under, 1/6; above 8ft and under 9ft. 1/9; 9ft and under 10ft, 2/; 10ft and under 11ft, 2/3; 11ft and under 12ft, 2/6; 12ft and under 13ft, 2/9; 13ft and under 14ft, 3/; 14ft and under 15ft, 3/6; 15ft and under 10ft, 4/. An additional 2½ per cent. is charged upon the above rates. Vessels piloted into the harb. (100 to 250 tons) pay 5/; exceeding 250 tons, 1/ for every 50 tons or any portion, for use of boats. Fishing vessels pay 5/ each into harb.

Towage.—To or from Sea—

			L	oad	ed.	In	bal	last.	1				L	oad	ed.	In	ball	ast.
			£	s.	d.	£	s.	d.					£	s.	d.	£	s.	d
Under	50 to	ns	ō	13	6	0	12	0	1	120	and under	130	1		6	1	I	6
50 an	ď und	er 60	0	15	0	0	13	6		130	,,	140	I	13	6	1	5	6
Ğэ	,,	70	0	16	0	0	14	0		140	**	150	1	17	0	T	8	0
7:0	,,	93	0	19	0	0	15	0	1	150	,,	160	I	19	0		10	0
8 ა	,,	90	I	I	0	0	16	0	l.	160	,,	170	2	1	0	1	12	0
90	,,	100	I	- 3	6	0	17	0		170	••	180	2	3	0	1	13	D
100	,,	110	I	6	0	0	19	0	ł	180	••	190	2	4	Э	I	15	0
110	,,	120	1	8	0	1	0	0	J	190	,,	200	2	5	Ó	1	16	0
And at	prop	ortion	ate	ra	tes 1	up t	0 4	oo t	ons.	. '	Over 400	tons	to	be :	agn	ed:	for.	

Officials.—Clerk to Port Commissioners, J. Tolver Waters; Collector of Haven Rates and Dues, H. D. Sayers; Harbour Master, T. Press; Collector of H.M. Customs, Alexander Macfarlane.

YEALM RIVER, Devonshire. Lat. 50° 17' N; long. 4° 5' N.
7m SE. of Plymouth. A small harb. D. at
LW. at entrance 9ft, at HW. 16ft. A lifeboat station.
THW
f. and c. 5h 38m.

Charges.-None

Official.—T. Watton, Chief Officer of Coastguard.

YOUGHAL, co. Cork, Ireland. Lat. 51° 56' N; long. 7° 50, W. Ry. Gt. CS. & W. THW. f. and c. 5h 14m. Auth. Commissioners under Harb. Order, 1878. D. of water on bar LWST. 4 to 5ft, and at HWST. 21ft. LV. 900 tons drawing 20ft. W. prev. W. and SW., most dangerous S. or SE.

Charges.-Id per ton, windbound Id per ton.

Pilotage. - As may be agreed.

Officials.—Sec. J. J. O'Shea; Harb. Master, Danl. Kavanagh.

Hotels. - "Green Park," "Devonshire Arms," and "Imperial."

II.—FOREIGN PORTS.

AALBORG, Denmark. Lat. 57° 03' N.; long. 9° 57' E. Pop. 12,000. Tr.—I. Coal, salt, lumber, &c.; E. Cattle, grain, wool, hides, fish, &c. Accn. The harbour, though safe, is too shallow to allow vessels drawing more than 11ft to enter. Vessels of greater dft. than that have to lighten at Hals, a small town near the mouth of the Lym fiord. Charges. Expenses of a vessel of 175 tons, with cargo out, about £10.

AARHUUS, Denmark. Lat. 56° 9' N; long. 10° 14' E. Tr.—I. Coal, iron, wood, and phosphate; E. Grain, flour, butter, cattle, pork, beef. Accn. 18ft in the harb. Cranes to lift from 5 to 10 tons. Charges. Tonnage dues 6d. ton. Harb. dues 1\frac{1}{4}d. Ballast as per agreement. Pilotage. \(\frac{3}{4}d \) per reg. ton. If no pilot required, only half pilotage charged. Depth at high water 21ft; low 19.

ABO, Finland. Lat. 60° 25′ N; long. 22° 17′ 15″ E. Pop. About 25,000. Tr.—I. Salt, salt fish, pig-iron, manufactured iron, coals, coke, cotton, machinery, sugar, and general colonial produce, soap, timber, bar iron, beef, oats, rye, pork, butter, and game. Accn. There are three patent slips, one of which can take a vessel of 175 to 200ft in length. Vessels drawing more than 10ft or 12ft cannot get up to the town. Cranes to lit 30 to 45 tons. Charges. Custom dues for a vessel of 400 tons about £8, clearing in or out. Harb. fees 2d ton. Pilotage. Rates depend on dft. of vessel. Vessel of 15ft dft. from Uto about £3 2s. Towage. From £10 to £12.

ACAJULTA, the port of Sonsonate (San Salvador), 62 m. E. of San José. Accn. Ships anchor in 9 to 11 fms. Vessels load and discharge cargos in bongos or whaleboats. Charges on vessel of 300 tons loading part at A. and part at Libertad, about £16. One customs charge of 12 c. per ton clears A., Libertad, and La Union, the three ports of San Salvador.

ACAPULCO, Mexico. Lat. 16° 50′ 29″ N; long. 99° 46′ W. Pop. 5,100. Tr.—I. Cottons, silks, spices, hardwares, and liquors; E. Cochineal, cocoa, wool, indigo, skins, and cotton. Accn. Acapulco is one of the best harbs. belonging to Mexico in the Pacific. Vessels of any size discharge alongside wharf; harb. affords shelter and land-locked anchorage of 16 fms and under in a surface of one mile square. Charges. It is a free port, and vessels are not liable for tonnage or entrance dues. Pilotage. 14/7 foot dft. inward and outward.

ACHEAN, Island of Sumatra. Lat. 5° 35' N; long. 95° 45' E. Pop. A. and district 500,000, mostly natives and Chinamen. Tr.-E. Gold, pepper, betel-root, camphor. Accn. Anchorage outside safe in 7 to 9 fms. Only 9ft water on bar at high water. Foreign vessels not allowed to trade at Achean.

ACRE, Turkey. Lat. 32° 54′ 35″ N; long. 36° 6′ 20″ E. Pop. 8,000. Tr.—E. Wool, cotton, wheat, millet, olive oil, cotton seed, sesame seed. Accn. Harb. has 12ft of water. Charges. On a brig 214 tons £14 3s 3d. Pilotage. An interpreter, who acts also as pilot and stevedore, is paid according to agreement, say from £3 10s to £5 for the time the vessel remains.

ADALIA, Turkey. Lat. 36° 52′ 15″ N; long. 30° 45′ 3″ E. Pop. 17,500. Tr.—I. Manufactures generally, brought to A. by English steamers from Smyrna, Syra, &c. É. Wheat, timber, firewood. Accn. Summer anchorage in 15 to 20 fms water. Port only entered by small vessels.

ADEN, Arabia. Lat. 12° 47' N; long. 44° 57' 34" E. Pop. About 60,000. Tr.-I. Coal, cotton, cotton and silk piece goods, grain, live stock, metals, provisions, seeds, tobacco, ammunition, wine, beer, spirits; E. Coffee, dyes, ostrich feathers, gum, ivory, hides, pearls. Accn. An outer harb. offering good anchorage to a large number of vessels, and inner harb. taking about 24 vessels of 1,000 tons each; 17} to 24ft in the inner harb. The depth in outer harb. is from 19 to 28ft. Vessels drawing from 18 to 26st can anchor in outer harb. Charges. Port dues 11d per reg. ton. Vessels calling only for coals pay half dues, those calling only for orders, letters, &c., are exempt. Pilotage. Every vessel of over 100 tons burthen 1½d reg. ton. Towage. For the distance usually towed (9 miles) 7d ton.

AGUILAS, Spain. Lat. 37° 23′ N; long. 1° 37′ W. Tr.—E.
Esparto and iron ore. Accn. Vessels moor to the
breakwater in 10 fms, well protected. Cargo is shipped in lighters from moles across the bay. Charges. On steamer loading 400 tons of esparto, including all charges, about £50. Pilotage. On a steamer from Genoa in ballast to load 300 tons of esparto grass at Aguilas, pilotage (daylight, at night double) £1 Is 101d.

AJACCIO BAY, Corsica. Lat. 40° 55′ 1″ N: long. 8° 44′ 4″ E. Pop. About 14,000. Tr.—I. Tobacco, coffee, sugar, pepper, salt, &c.; E. Wood, wine, timber, maize, kins, goats, rags, olive oil, cork, &c. Accn. 3oft of water in the middle of the harb. Pilotage. Vessels of 300 tons or under 1d per ton, above 300 tons ½d per ton. Depth of water 9ft.

AKYAB, India. Lat. 20° 5′ 7″ N: long. 92° 54′ E. Pop. About 23,000. Tr.—E. Rice, cotton, &c. Accn.

Vessels of the largest dft. can ascend as far as town. Charges. Port dues 4½d ton. Coast light dues 2¦d ton. Port charges on a vessel of 1,035 tons £380. Pilotage. From Oct. 15 to May 15 for 14st £3 4s, for 20st £12. From May 15 to Oct. 15 double. Steamers half rates A pilot is not necessary to take the ship to the ballast ground, but if one is taken the charge is 48/.

ALBANY, Western Australia. Lat. 35° 2′ 20″ S; long. 117° 54′ E. Pop. 3,000. Accn. On the north side Princess Royal Harb. there are 4 and 5 fms of water, deepening to 6 and 8 fms within the Narrows; Sp. rise 1st to 4st. The finest harb. in Western Australia, and situated on the north side of Princess Royal Harb. and King George's Sound. Hand crane to lift 5 tons. Charges. Tonnage dues inward and outward 6d reg. ton. If discharging or loading less than quarter reg. tonnage 3d ton on cargo. Light dues 2d reg. ton., inwards and outwards. Pilotage. Into King George's Sound from the sea and vice versa, 10ft and under £2; 10 to 11st, £2 4s; 11 to 12st, £2 8s; 12 to 13st, £2 15s, and 5/ extra per ft to 21; 21st and upwards, £5. Into Princess Royal Harb., including navigation of the Sound, and vice versa, under 8st £2; 8 to 9st £2 5s, and 5/- extra per ft to 19; 19 to 20st £5 12s; 20 to 21st £5 18s; 21st and upwards £6 6s.

ALEXANDRETTA, Syria. Lat. 36° 35′ 40″ N; long. 36° 9′ 5″ E. Pop. 5,000. Tr.—I. Corn, rice, salt, and European goods; E. Cotton, galls, silk. Charges. Port charges on a vessel of 292 tons, £2 18s. 6d.

ALEXANDRIA, Egypt. Lat. 31° 12′ N; long. 29° 51′ E. Pop. about 230,000. Tr.—I. Cotton goods, coal, woollen and silk goods, timber, tobacco and cigars, hardware and haberdashery; E. Corn, cotton, wool, gum, soda, rice, dates, senna, feathers, hides, cotton seed, manufactured goods, rags, onions, lentils, and cigarettes. Accn. An excellent harb, with an area of 700 acres. The Boghaz or central pass is deep enough for vessels of 24½ft dft. A floating dock capable of taking a vessel of 4,000 tons, and a graving dock 285ft in length. Charges. Tonnage dues: Cargo, entering or clearing, 1½ piastre tariff (3.69d) per ton; in ballast 30 paras (1.85d) per ton. Pilotage. The pilotage is fixed at 32/, a reduction of 1/6 being made in favour of the mail-boats. Towage. On a vessel of 338 reg. tons, coals in, drawing 15½ft, cotton seed out 14½ft: towage to berth £2.

ALEXANDRIA, U.S. Lat. 38° 40' N; long. 77° 18' W. Pop. about 16,000. Accn. Vessels of 20st dst. can safely go into port. There is 16st of water alongside wharves. The trade is almost exclusively confined to coasters.

ALGHERO, Italy. Lat. 40° 32′ 47″ N; long. 8° 15′ 49″ F.

Pop. 9,coo. Good anchorage in summer in 8 to
10 fms, about a mile from town. 4 fms about 5 cable-lengths off.

Exposed to winds from S. and S.W. Tr.—E. Wine, butter, cheese, wool, skins, tobacco, rags, anchovies, coral, and bones.

ALGIERS, Africa. Lat. 36° 47′ 20″ N; long. 3° 4′ 32″ E. Pop. 80,000. Tr.—I. Wine, coal, lumber, machinery, breadstuffs, sugar, manufactured goods, &c.; E. Hides olive oil, wool, tobacco, tan-bark, &c. Accn. Two graving docks, the only ones in the colony. The first is capable of holding the largest man-of-war in the French navy. The second is intended for smaller vessels. Charges. On a vessel of 200 reg. tons in and out £5. Pilotage. On a vessel of 199 reg. tons, coals in and ballast out, in and out £1 6s 6d. Rise and fall of tides 2 or 3ft. Eng. Brokers. Bergeret, Cherfils, Crispe, Sarrazin.

ALGOA BAY (Port Elizabeth), Africa. Lat. 33° 0'40"S; long. 27° 53' E. Tr.—I. General; E. Wool, skins, hides, angora hair, cotton, linseed, diamonds, horns, ivory, feathers, aloes. Accn. Inner anchorage in 6 fms, outer anchorage for large vessels in 8 fms. Cranes to lift 7 to 10 tors. Pilotage. Inwards for vessel of 600 tons, £3 3s. (Pilotage not requisite.) Depth at high water 22ft; low 16ft.

ALICANTE, Spain. Lat. 38' 21' N; long. o' 26' W. Pop-About 38,000. Tr.-I. Coal, railway materials, spirit for strengthening wine, petroleum, codfish, tobacco, staves, &c.; E. Wine, lead, almonds, liquorice root, old railway iron, &c. Accn. Vessels drawing 18ft can discharge alongside mole. Cranes to lift 15 tons. Charges. On a vessel carrying 600 tons of coal about £60. Pilotage. Compulsory entering port, payment on graduated scale, according to tonnage. Vessels 301 to 400 tons 16/8.

ALKMAAR, Netherlands. Lat. 52° 38' N; long. 4° 45' E. Pop. 15,000. Expenses of a s illing vessel of 400 tons reg. are during summer about £42, inward loaded and outward

ballast; and during winter about £42, inward loaded and outward ballast; and during winter about £46.

ALLEPPY, India. Lat. 9° 30' N; long 76° 20' E. Pop. 30,000. Tr.—E. Cocoanut oil, matting, timber, turmeric, mats, flour, coffee, pepper, arrowroot, croton seed, wood, &c. Accn. The anchorage is from 3½ to 4½ fms, soft mud bottom. There is an iron pier 700ft long. Charges. Port dues 1½d ton. Vessels entering and leaving within 7 days without discharging or loading cargo or passengers pay only half port dues; those entering in ballact near three fourths. in ballast pay three-fourths.

ALMERIA, Spain. Lat. 36° 51′ N; long, 2° 32′ W. Pop. 45,000. Vessels arrive from all parts. Tr.—I. Coal, coke, and machinery from England, staves from America, timber from Norway, &c.; E. Minerals, esparto, and grapes packed in barrels, of which 800,000 barrels are exported annually. Accn. The mole now extends about 900 yds, making a safe port, where vessels of all sizes can enter and load. Expenses moderate. Pilotage. Inwards, when required 10/21 to £1 5s. Mooring in tier

when required from 4/2 to 12/6, according to tonnage.

ALTONA, Germany. Lat. 53° 33' N; long. 9° 58' E. Pop.
About 80,000. Accn. Vessels of 14ft dft. can reach the town at all times, and those of 18ft at ST. There is a floating dry dock 138ft. in length, capable of lifting vessels of 520 tons. Altona is a free port, and enjoys most of the privileges of Hamburg. Pilotage and Towage. Same as Hamburg.

AMBOINA, Molucca Islands, East Indies. Lat. 3° 41' 10"

S; long. 128° 10' 18" E. Pop. 9,000. Tr.-Cloves. Clove harvest in November and December. Accn. A good and safe anchorage in about 20fms water, about 2 cable-lengths from the shore; and a pier with 18ft of water at the extremity. An

AMOY, China. Lat. 24" 10' N; long. 118" 10' E. Pop. 300,000. Tr.-I. Cotton and woollen manufactures, metals, opium, stockfish, woods, mangrove, bark, bean cake, beans, Straits produce, &c.; E. Crockeryware, tea, sugar, sugar-candy, paper, tobacco, grass cloth, alum, gold-leaf, wheat, peas. Accn. The harb, is well sheltered, and can receive vessels of the largest dft. There are three dry docks, 310ft, 245ft, and 185ft in length respectively. Charges. Tonnage dues for vessels over 150 tons 2/ ton. No other charges on vessels. Pilotage. Licensed pilots here: no rates given.

AMSTERDAM, Holland. Lat. 52° 22' 17" N; long. 4° 53' 15" E. Pop. 396,000. THW. f. and c. 3h. Tr.—I. Sugar, coffee, petroleum, spices, tobacco, cotton, tea, indigo, cochineal, liquors, wool, grain, timber, naval stores, hides,

coal, manufactured goods, &c.; E. Produce of Holland and part of her possessions in the East and West Indies. Accn. A spacious and secure harb.; the largest ships come close up to the quays and warehouses Ent. to harb by North Sea Canal from Ymuiden, the depth of canal and of larger docks being 24ft. Ample repairing facilities, there being 4 floating dry docks for vessels of 13ft dft, I for vessels of 17ft dft, and 2 for vessels of 18ft dft. Cranes to lift 80 tons. Charges. On a sailing ship of 1,000 reg. tons, loaded inward and ballast outward, £105 in summer, £116 in winter; steamer of 1,000 reg. tons do., £60 in summer, £66 in winter. Pilotage. On sailing vessel of 1,000 tons net reg. Inward, loaded, from Dungeness or North Sea 19ft, summer £7 12s, ditto winter (October to March) £9 16s 3d. Outwards from Amsterdam to sea, 14ft, summer in ballast £1 15s 7d, winter loaded £2 1s, ditto 19ft in ballast, summer £5 10s 8d, winter loaded £6 1s 64. Towage. On sailing vessel of 1,000 tons net reg.:—Inwards, loaded, sea to Ymuiden £5 7s 8d; ditto pierhead to Ymuiden £3 1s 9d; ditto Ymuiden to Amsterdam £6 8s. Outwards:—Amsterdam to Ymuiden to Amsterdam £5 2s 3¹, loaded £6 8s; Ymuiden to sea ditto £3 1s 9d, ditto £3 1s 9d; Ymuiden to pierhead ditto £2 9s 10d, ditto £2 9s 10d, ditto £2 9s 10d.

ANCONA, Italy. Lat. 43° 37′ 42′ N; long. 13° 30′ 35″ E. Pop. About 46,000. Tr.—I. Cool, iron, sugar, petroleum, fish, and grain; E. Cereals, hides, fruit, and sulphur. Accn. A harb sufficiently capacious to receive vessels of large tonnage, drawing 24ft of water. Vessels drawing 17 to 19ft of water may discharge alongside quay or projecting mole. Charges. Disbursements of a vessel of 213 tons, about £26. Pilotage. 70 francs for any vessel of 600 tons and upwards. Not compulsory.

ANGOSTURA, Venezuela. Lat. 8° 8′ 10″ N; long. 63′ 55′ 20″ W. Pop. 10,000. Tr.—E. Cotton, tobacco; I. Manufactured goods. Accn. Vessels of 10ft dft. can reach the town at all times; vessels of 16ft dft. at ST. Sailing impracticable during rainy season. Vessels can come alongside quays when the river is high. Charges. Port charges about £3. No tonnage, pilot, and light dues.

ANNAPOLIS, Maryland, U.S. I.at. 38° 59' N; long. 76° 29' W. Tr.—Almost wholly confined to Chesapeake Bay. Accn. Vessels drawing 20ft of water can anchor in the river, and those of 12ft dft. can lie alongside the wharves. Annapolis is 28 miles SSE. of Baltimore. No port charges. Towage. See Baltimore.

ANTOFAGASTA, Chili. Lat. 23° 41′ S; long. 70° 25′ W. Pop. About 6,000. Tr.—E. Nitrate of silver and ores. Accn. The best anchorage is in about 12 fms of water. The bottom is very 'theven and rocky; the shackles of mooring anchors should therefore be well fastened by wooden keys or pins, so as to prevent unshackling by the constant knocking on the bottom. Many vessels have lost their anchors at this port owing to the unshackling of the chain. Charges. Port dues are light. Pilotage. Pilotage is not compulsory, but vessels arriving with cargo generally engage a pilot. For rates see Valparaiso. Towage. For ships loaded giving them offing: 150 to 1,000 tons rez. £t tos to £5, over 1,000 tons reg. conventional; ships in ballast 150 to

1,000 tons reg. £1 to £4 10s, over 1,000 tons conventional; taking ships from moorings to single anchorage 150 to 1,500 tons 12/ to £2 10s, over 1,000 tons conventional; towage in to moorings from 12/ to £3 10s according to tonnage.

ANTWERP, Belgium. Lat. 51° 13′ N; long. 4° 24′ E. Pop. 208,000. THW. 4h 25m; sp. rise 15ft. Tr.—

I. Cotton, sugar, coffee, hides, grain, wool, indigo, dye-woods, spices, guano, tobacco, and petroleum; E. Coal, railway, bar and other iron, arms of various kinds, glass, flax, grain, marble, and manufactured goods. Accn. Eleven floating docks, four large docks for lighters and small craft. Total water surface of the docks about 70,000 sq ft. Width of actual gates 78 ft. Vessels of 28it dft. can moor alongside the new quays. In the nine new docks about 21ft; in the two old docks about 18ft 9in. Graving docks, &c.: Six dry docks belonging to the town, and four private dry docks. Antwerp is the chief port of Belgium. Cranes to discharge 25 tons per hour. Charges. Discharging and loading from 3d to 1/ according to cargo. Port charges for steamers of 1,000 tons (Belgian measurement) about £70. Pilotage. Minimum 9ft 8in dft.:—

Sept. 30. March	
£ s. d. £ s.	d.
From sea to Flushing, sailing	5
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Ditto, towed	7	16	2	8	7	2	0	4	9	0	4	9

Towage. Varies from £12 for 200 tons to £50 for 2,000 tons.

APENRADE, Germany. Lat. 55° 2′ 57" N; long. 9° 26′ 38″ E. Tr.—I. Timber and coals. Accn. Vessels drawing 16ft may safely lie alongside quays. No dry dock, but wooden vessels can be repaired. Charges. Port charges for ship of 200 tons about £12 10s. Pilotage according to agreement. Tonnage. Vessels over 85 cub. metres loaded 2½d, ballast 1¾d inwards and outwards.

APIA, Upolu Island, Samoan Group. Lat. 13° 49′ 44″ S.; long. 171° 44′ W. THW. f. and c. 6h 28m. Anchorage for vessels of largest size. Sp. rise 4ft. The harb. in which several American and German war vessels were lost March 15, 1889, and from which H.M. Calliope escaped.

ARCHANGEL, Russia. Lat. 64° 33′ N; long. 40° 33′ E.

Pop. 20,000. THW. 7h 28m; Sp. rise 2½ft
only. Tr.—I. Coal, coffee, tea, spices, lead, oil, sugar, logwood,
salt, wine, furs, fish, fruit, and hardware; E. Oats, rye, linseed,
deals, flax, tow, mats, oil, pitch, train oil, and tax. Accn. The

channel has a depth of 14st, and there are 16st to 18st of water on the bar. Charges. On a vessel of 289 tons £45 is 6d. Pilotage. 3/7 soot. Pilotage is obligatory, and charged whether a pilot is taken or not. Towage. £13 to £16 5s from the port to the sea.

ARENDAL, Norway. Lat. 58° 27' 30" N; long. 8° 47' 29" E. Pop. 4,500. Tr.—E. Timber and sawn wood, also small quantities of copper, iron, and lobsters. Accn. The harb. has from 8 to 20 fms of water. Depth about 87ft. Charges. On vessel of 291 tons, dft. 161ft, about £46 10s. Towage. Charges moderate.

ARGOSTOLI, Greece. Lat. 38° 11′ 36″ N; long. 20° 29′ 30″ E. Pop. About 6,000. Accn. Anchorage in 3 to 12 fms close to the town. The principal port in the island of Cephalonia. Charges. Vessels with cargo to discharge or load pay 1d reg. ton; load and discharge 1½d; in ballast, exempt within eight days, if over. ½d ton; light dues 5d ton, all with 15% added. Quay dues 1d on vessels over 10 tons.

AUCKLAND, New Zealand. Lat. 36° 50′ 5″ S; long. 174° 40′ 10″ E. Pop. 21,000. Tr.—I. English and American manufactured goods, soft goods, groceries, oilmen's stores, ship chandlery, ironmongery, &c.; E. Gold, timber in spars and sawn, gum, flax, wool, oil, hides, tallow, rope, &c. Accn. There are two extensive wharves. Anchorage in 4 to 8 fms, 4 to 5 cable lengths off the city. The wharves have a depth alongside of from 12ft to 20ft at low water. The range of tide is from 7ft to 11ft. Two graving docks 310ft. and 500ft in length. Crane power 12 tons, steam power 50 tons. Charges. Stone ballast taken from the wharf 4/ton; sand 3/ton; water 4/ton; lighterage about 3/ton; wharfage 4d gross reg. ton per day, Sundays excepted. Pilotage. For every sailing vessel from places outside of Hauraki Gulf, and not exempted, 3d ton; for every saiting vessel to places outside of Hauraki Gulf, and not exempted, 3d ton; for every steam vessel from places outside of Hauraki Gulf, and not exempted, 2d ton; for every vessel to places outside of Hauraki Gulf, and not exempted, 2d ton. Towage. There are no proper steamtugs, the largest of vessels working in and out of harb. with the tide; but small river steamers occasionally (in calm weather) tow, according to agreement.

AUGUSTA, Sicily. I at. 37° 13′ 35″ N; long. 15° 14′ E.

Pop. 10,000. Tr.—E. Salt, oil, honey, and wine. Accn. The harb. is difficult to enter and a pilot should be employed; once inside it is deep, spacious, and secure. Vessels of 15tt can anchor within 200yds of the landing-place.

AUX CAYES, W. Indies. Lat 18° 6′ 0″ N; long. 73° 43′ 40″ W. Pop. 15,000. Tr.—I. Cotton stuffs, provisions, wines, oil; E. Coffee, logwood, and cocoa. Accn. Anchorages in lay safe during fine season, but dangerous in winter. Charges. Port charges, disbursements, a'out £143. Pilotage. Vessels of from 50 to 100 tons, £1 0s. 10d.; 101 to 200, £1 17s. 6d.; 201 to 300, £2 10s.; 301 to 400, £3 5s. 9d.; 400 and upwards, £4 2s. 2d. Tonnage dues. 4s 2d. per ton and 50 per cent.

AVEIRO, Portugal. Lat. 40° 38′ 34″ N; long. 8° 43′ W.
Pop. About 7,500. Tr.—I. Coal, coke, iron, &c.;
E. Oil, wine, oysters, sardines, oranges, salt herrings, anchovies,

and copper ore. Accn. There is on bar from 12 to 13ft of water at HST, and 10ft at HWNT. No vessel drawing more than 11ft should charter for this port. Charges. On a vessel of about 50 tons, in and out £13 85 6d. Pilotage. On a vessel of 491ft 8in, cargo in and out:—In, with boat manned by 9 men £1 155 6d; in river, mooring vessel 14/6; unmooring vessel and going down to bar 14/6; out, with two boats manned by 18 men £2 14s.

AVOLA, Sicily. Lat. 36° 55' N; long. 15° 8' E. Pop. 12,300. It is an open roadstead, anchorage in 5 to 7 fms about half a mile off shore. Tr.—E. Wine, corn, cheese, almonds, oil, honey, and locust beans.

BAHIA, Brazil. Lat 13°S; long. 38° 30'W. Pop. 130,000. Tr.—I. Manufactured articles, coals, fish, flour, salt, iron, glass, wines; E. Sugar, cotton, rum, tobacco, coffee, cocoa, dyes, fancy woods, hides, cigars, rice, tapioca, diamonds, bullion, &c. Accn. The bay has a depth from 6 to 24 fms. A patem slip for small vessels. Charges. Port charges and disbursements on a vessel of 320 reg. tons £280. Pilotage. There are no pilots at this port. Towage. On barque of 320 reg. tons discharging coal and loading sugar, shifting berth twice £3 7s 6d.

BAHIA BLANCA, Argentine Rep. Lat. 38° 47′ S; long. 62° 15′ W. Pop. 66,000. Accn. A fine wharf, minimum depth of water at the pier from 23 to 25 ft, generally much higher. Vessels drawing 18ft can reach Napoota Grande. Charges. Port charges on vessels of 555 tons with 881 tons coal about £67. Pilotage according to dft. of water and distance, from £6 to £10.

BALTIMORE, U.S. Lat. 39° 45′ N; long. 76° 25′ W. Pop.
Over 417,000. Tr.—I. Coffee, tin-plates, pigiron, iron-ore, salt, chemicals, and tropical fruits; E. Wheat, flour, maize, cotton, petroleum, tobacco, bacon, lard, coal, rosin, and ive cattle. Accn. Baltimore has channels 300ft wide and 27ft deep. Four do.ks. Vessels drawing from 19 to 22′t can lie safely alongside the wharves. Vessels of 24½ft dft. can reach Baltimore without lightening at LW. One dry dock, 504ft long, for large vessels, and several slips or marine railways. Shears to lift 50 tons. Baltimore is the only port of importance in Maryland, with the exception of Annapolis. Charges. Wharfage; vessels less than 400 tons 5/2½; from 400 to 600 tons 6/3; 600 to 800 tons 7/3½; 800 and upwards 8/4 day. Pilotage. From Cape Henry to Baltimore, and vice versit, vessels drawing 15ft and over 21/1½. 12 to 15ft. 16/11, less than 12lt, 14/9½ foot. If pilots are detained on board they are allowed 12/8½ day extra. Towage. From Baltimore to Annapolis and vice versit, for a vessel of 19 to 20ft dft. £8 9s 2d. Masters should always contract with the tug to place them at the wharf, otherwise they are left in the stream, and it costs £1 is 1½d to £2 2s 3½d to place them at the wharf. Vessels are sometimes towed from Cape Henry to Baltimore and vice versit; this costs from £31 14s 4½d to £42 5s 10d, according to size of vessel.

BANANA, Africa. Lat. 6° 4′ 35" S; long. 12° 17' E. Tr.—
E. Ivory and palm oil, palm nuts, &c. Accn. At
low water 17ft on bar leading to anchorage in 26ft; tides rise 6ft.

Charges. On a vessel of 263 tons, £26 10s. Id. Pilotage. Vessels drawing more than 14st, £7; less than 14st, £5; less than 12st, £3.

BANDHOLM, Denmark. Tr.—I. Manufactured goods, coals, iron, wine, timber, colonial produce, salt, manures, feeding stuffs; E. Grain, especially wheat and barley, flour, butter, eggs, cheese, wool, hides, cattle, sheep, and pigs. Accn. 14ft at the entrance, the same inside the harb. (Danish feet). A slip for vessels up to 200 tons. Bandholm is on the N. coast of the Isle of Lolland. Charges. Government dues. Harb. dues 23d reg. ton. Pilotage. From sea to harb., or vice versd:—From April I to Sept. 32, 1/3 foot; Oct. I to March 31, 1/14d. From the roads of Bandholm to the harb., April I to Sept. 30, 34d; Oct. I to March 31, 44d foot.

BANGKOK, Siam. Lat. 13° 38' N; long. 100° 27' E. Pop. About 500,000. Tr.—I. Tea, quicksilver, silks, porcelain, camphor, edible bird's nests, piece goods, opium, glassware, and copper; E. Rice, sugar, teelseed, sapan wood, gums, teak, gamboge, pepper, coooanut oil, horns, hemp, raw silk, ivory, hides, cardamoms, feathers, salt, and fish. Accn. The depth of water varies according to the season of the year from 3 to 5ft at LW. and 11 to 14ft at HWST. Dry dock. Shears to lift from 15 to 25 tons. Charges. On a barque for nearly two months of 737 tons £47 165 5½d. Pilotage. 16/8 foot in, the same out. Towage. For a vessel of 427 tons £16 133 4d up, and the same down.

BANGOR, Maine, U.S. Lat. 44° 47′ 50″ N; long. 68° 47′ W. Pop. 20,000. Tr.—E. Lumber, spruce, deals. Accn. Ships drawing 22ft can safely load and proceed to sea; depth LW. in harb. 20 to 25ft. There is a slip railway of 300 tons capacity. Charges. Wharfage according to size 4/2 to 12/6 per 24 hours. Brokerage on freights 5 per cent. Pilotage. Not compulsory, about 6/3 toot. Towage. 5d per ton reg. each way, up and down, if only down 7½d per ton, and to sea £10 115 5½d extra.

BARCELONA, Spain. Lat. 41° 23′ N; long. 2° 11′ E. Pop. About 191,000. Tr.—I. Cotton, coals, coffee, cocoa, sugar and other colonial produce, amber, salt, fish, hides, iron, wax, hardware and horns; E. Silk, soap, woollens, cottons, lace, hats, fire-arms, steel, paper, and ribbons. Accn. The harb has a depth of from 2 to 4 fms. Vessels 15 to 20ft dft. can load within a cable length of wharves. A patent slip for vessels up to 800 tons. It is the most important seaport on the NE. coast of Spain. Crane power 20 tons; shears to lift 30 to 50 tons. Charges. On steamer 1,000 tons coal £194 7s. Pilotage. On a steamer with 1,000 tons coal, in and out (16/8 each way) £1 13s 4d, mooring pilot 10/6.

BARI, Italy. Lat. 41° 8′ N; long. 6° 55′ E. Pop. 80,000. Tr.—I. Coal, colonial produce, metals; E. Wine, oil, almonds, barley. Accn. Vessels of large dft. anchor in 17 fms, one mile off B.; depth alongside quay 23ft. Hand crane to lift 7 tons. Charges. Port charges on vessel of 800 tons, about £100; moorings, £1 0s. 10d.; wharlage, £1 13s. 4d. Pilotage according to tonnage; under 200 tons, £1 0s. 10d.

BASSEIN, India. Lat. 19° 49' N; long. about 72° 30' E. Pop. 30,000. Tr.—E. Rice. Accn. Vessels of 23ft dft, can come to this port. Charges. Port charges, vessels of toft dft. or under, 17/; above this dft. about 2/ foot. Light dues 3fd ton. Pilotage. Rates subject to modifications according to circumstances. Vessels towed by steamers three-fourths rates. Steamers of under 19ft dft. half rates, over that dft three-fourths. Steamers having in tow any vessel over 100 tons measurement three-fourths rates. Inward, from outer station to Dalhousie one-third, to Enterprise Island two-thirds, to Bassein full rates. Outward: From Bassein to Enterprise Island one-third, from Dalhousie two-thirds, to Outer Station full rates. Inwards: From below and up to 7st full £5 198, two-thirds £3 198 4d, one-third £1 198 8d; to 26ft, full £52, two-thirds £34 138 4d, one-third £17 68 8d. Outwards: Same as inwards up to 17ft £27. From 18ft, full £27, two-thirds £17 10s, one-third £8 3s 6d. To 26ft, full £57 4s, two-thirds £38 2s 8d, one-third £19 1s. 4d. Note.—The rate for intermediate portions of a foot is regulated as follows: 3in and under, no addition, between 3in and 9in the medium between the two rates, above 9in, the dft. of the next ft to be taken. Harb. pilotage £1 8s. For each day's detention pilots receive £1 8s in addition to their regular pilotage. Towage. From £50 to £80, according to size of vessel.

BASTIA, Corsica. Lat. 42° 43′ N; long. 9° 26′ E. Pop. 20,000. Tr.—E. Oil, wine, goatskins. Accn. Large vessels anchor outside mole in 10 fms. Harbour suitable for small craft. Charges according to scale. Pilotage not compulsory. If demanded, according to scale. Chief commercial port of Corsica. Depth of water 40ft. Eng. Brokers. Belgodere, Roussel.

BATAVIA, Java. Lat. 6° 7′ 40″ S; long. 106° 48′ 75″ E. Pop95,964. Tr.—I. Opium, petroleum, coals, ironpiece-goods, and provisions of various kinds; E. Sugar, ricecoffee, spices, hides, arrack, tea, &c. Accn. Usual anchorage
for large ships about a mile from pier-head in 5 or 6 fms. Depth
over sill at ordinary neap tides, 24ft; at ordinary spring tides, 28ft.
Six ballast cranes capable of discharging 100 tons per hour each;
one other crane to lift 25 to 30 tons. Charges. On a vessel of
846 tons, amounted to £500; on one of 946 tons, about £750.
Pilotage. Not compulsory, general charge £6 6s. 8d. in and out.
The limits of Batavia Roads are:—South, from line running from
Rynlands to Neptumus Shoal. West, from line bearing Neptumus
N. by W. East, from line bearing Rynlands Shoal N. by E.

BATH, U.S. Lat. 43° 42' N; long. 69° 46' W. Pop. About 9,000. Tr.—I. From abroad, iron, salt, coals, and shipbuilding materials; E. Ice, lumber, hay, and felspar. Accn. The river front is lined with good wharves, and affords every facility for loading and unloading. The water is deep enough to admit the largest vessels. There is a patent slip railway for vessels up to 1,000 tons. Charges. On 1,094 ton vessels £222 15s. Pilotage. Vessels drawing less than 15ft 6/3 foot, 15tt to 20ft 8/4 foot, over 20ft 10/5 foot. Towage. According to agreement, generally from £3 to £10.

BEAUFORT, S. Carolina, U.S. Lat. 32° 26' N; long. 80° 40' W. Pop. About 3,000. Tr.—I. General merchandise; E. Lumber and phosphates. Accn. Vessels of

14ft dft. can reach the town at LW., and load to 16ft at this, or to 20ft at dock of Atlantic Mills and anchor near town. Vessels of 21ft dft. can cross the bar and ascend to within four miles of the town. Pilotage. See St. Helena Sound. Towage. About 4d to 5d reg. ton inwards, and 7½d outwards, but ships usually sail in.

BELIZE, British Honduras. Lat. 17° 29′ 20″ N; long. 88° 11′53″ W; this is the lat. and long. of Fort George on the N. side of the entrance to the river. Pop. Of colony about 27,500. Tr.—I. Chiefly breadstuffs, cotton manufactures, and hardwares; E. Cedar, mahogany, rosewood, logwood, indigo, cochineal, sarsaparilla, cocoa-nuts, deer skins, tortoiseshells, sugar, and specie. Accn. The harb. has from 2½ to 4 fms of water, with the exception of one patch of 3 fms in the middle of the basin. The town of Belize stands on the S. mouth of the river. Charges. On a barque 454 tons £11 7s. Light dues 6d ton. Pilotage. 8/4 ft, in and out.

BENGAZI, N. Africa. Lat. 32° 6′ 51″ N; long. 20° 2′ 40″ E. Pop. 10,000. Tr.—I. Cotton and woollen manufactures, sugar, iron, boards, spirits, wines, tobacco, oil, &c. E. Barley, wheat, cattle, wool, butter, skins, madder. Accn. No vessel drawing over 7ft can enter. Pilotage. 10/ to 20/, according to size.

BENI SAF, Algeria. Lat. 35° 19' 8" N; long. 1° 20' E.
Pop. 4,000. Tr.—E. Iron ore. Accn. A newly
constructed commodions harbour of 45 acres. Workshop for repairing ships of all kinds. Charges. Port charges assimilate to
those at other N. African ports. Pilotage. £1, in and out.

BERGEN, Norway. Lat. 60° 24′ N; long. 5° 20′ E. Pop. 50,000. THW. f. and c. 1h 30m; Sp. rise 4ft. Tr.— I. Grains, salt, iron and coal, hardware, coffee, sugar, wines; E Bones, codfish, dried herrings, cod oil, skins, &c. Accn. There is sufficient water for largest vessels, and a side harb. at suburb "Nöstet," where men-of-war and yachts always anchor. There is a slip 150ft in length, a patent slip, and 3 graving docks, ranging from 197ft to 240ft in length. Cranes to lift 4 tons. Charges. Tonnage and light dues 10½ don, and 2% harb. money. Pilotage. According to size and dft., besides distance:—200 tons reg., 9ft dft., entrance money £1 2s 2d; ditto distance money 2/7 mile; 500 tons reg., 12ft dft., entrance money £1 18s 6d; ditto distance money 4/5 mile; 1,000 tons reg., 15ft dft., entrance money £2 18s; ditto distance money 5/5 mile. The pilot stations on the coast or entrance to Bergen are:—Skudesnäs 20½m., Selboe Fjord 9m., Kors Fjord 4½m., Bommel Fjord 16½m., Sholmen 8m., Fele 8m.; large vessels generally enter Kors Fjord.

BEYROOT, Syria. Lat. 33° 54′ 27″ N; long. 35° 29′ 4″ E
Pop. 70,000. Tr.—E. Cotton, silk, galls; I. Musl·ns,
tin, hardware. Accn. Anchorage 10 to 12 fms, half-mile off;
exposed to winds. Charges. Port charges on vessel of 221 tons,
drawing 164ft, about £2 3s 4d.

BILBAO, Spain. Lat. 43° 15' N; long. 2° 45' W. Pop. About 30,000. THW. 3h; Sp. rise 13ft. Tr.—I. Cotton and woollen manufactures, colonial produce, dried cod, coal, coke, timber, &c.; E. Iron, fruits, grain, oil, flour, ore, wine, madder, liquorice, skins, chestnuts, &c. Accn. The depth of water on the

bar has been increased from an average of 15st S. and 11st N. to 22st S. and 18st N. Two graving docks, one 40st and the other 23ost in length, with a depth over each of 15st at ST. Steam ballast crane discharges 30 tons per hour. Pilotage. In and out, head pilot 7,8 per Sp. st (above 50 tons every vessel is bound to take a boat) 2/1; boat from sea to Portugalete 10/5; ditto Desierto £1 os 10d; ditto Luchana £1 6s 0½d; ditto Zorroza £1 8s 8d; ditto Olaviaga £1 11s 3d; ditto Bilbao £2 1s 8d; detention at quarantine, to pilot 2/2½; coasting pilot, if employed, west coast 3/1½; ditto east 4/2 league; shifting pilotage from Bilbao to Olaviaga 8/4; sading ships, from Olaviaga to Zorroza 4/2; ditto from Olaviaga to Luchana 6/3; ditto from Olaviaga to Desierto 8/4; steamers, each station 8/4; if a boat is employed in shifting from one intermediate station to the other, nothing under 10/5 in addition to pilotage. Not compulsory to employ a boat. Towage. From sea, loaded 8½d per reg ton, in ballast 7d.

BIMLIPATAM, India. Lat. 17° 53′ 30′ N; long. 83° 27′ 10″ E. Tr.—I. Piece goods, cotton yarn, twist, metals, spices, European provisions, and liquors; E. Seed, buffalo horns and hides, deer horns, turmeric, lac, indigo, jute, cotton, &c. Accn. The best anchorage in the roads is in from 6 to 7½ fms. Charges. Ships entering in ballast 1½d, with cargo 1½d ton. Ships landing passengers or stores pay full rate.

BLUFF HARBOUR, New Zealand. Lat. 46° 36′ 17° S; long. 168° 21′ 55″ E. Pop. 2,500. Tr.—E. Wool, hides, &c. Accn. There is sufficient water for the largest vessels, the anchorage about a mile inside the entrance being la 24ft. Two hoisting engines and I hydraulic winch. Charges Port charges ½d ton. Foreign traders 2d per ton half-yearly. Pilotage. Inwards or outwards for sailing vessels, without rug 4d, with rug 3d, steamers 3d ton. Foreign traders 6d per ton half-yearly.

BOMBAY, India. Lat. 18" 54' N; long. 72° 49' E. Pop.
770,000. Tr.—I. Coal, iron, wines, dry goods.
tea, glassware, grain, sugars, and teak; E. Wheat, seeds, cotton, opium, cloves, coffee, dates, gum, ginger, gunny bags, horns, ivory, wood, mother-of-pearl shells, and pepper. Accn.
A capacious harb. from 12 to 14 miles long, from N. to S., with a general width of from 4 to 6 miles. The usual anchorage is on W. side of harbour. Extraordinary Sp. rise 18st, ordinary 15 to 16st; N. rise 9st. There are eight dry docks and two patent slips. Cranes to lift to 100 tons. Charges. Port dues 1 ama per reg. ton per month; Prince's Dock dues 1 pie per ton per diem. Transporting fees are charged on the movements of the vessel. Pilotage. In and out of harb., for sailing vessels and steamers from 100 tons upwards, during the fair season and during the SW, monsoon; the SW, monsoon commences from June 1 and ends September 30. On merchant vessels:—

	Ster	amers,	Ships.			
Minimum, 100 to 300 reg. tons	Fair Season, Rs. 25.	Monsoon Season. Rs. 37	Fair Season, Rs. 41.	Monsoon Season, Rs. 62.		
Maximum, 2,100 to 2,200 reg.	Rs. 70.	Rs. 81	Rs. 120.	Rs. 140.		

And an increase of Rs. 4-2 for every 100 tons or part, on ships, and Rs. 2-8 for every 100 tons, or part, on steamers during fair

season, and in addition thereto an extra rate of Rs. 20-10 on ships, and Rs. 12-6 on steamers during SW. monsoon. Transporting fees on ships: - 1.500 tons and upwards, Rs. 30; 1,000 tons to 1,500 tons, Rs. 25; under 1,000 tons, Rs. 20. Steamers using their own engine: from one berth to another south of Cross Island or to or from any of the docks or to any berth north of Cross Island, or vice versá, Rs. 20; transporting north of Cross Island Rs. 15; sailing ships or steamers towed to or from any dock north of Cross Island from or to fixed moorings north of Cross Island will be charged Rs. 15. A pilotage see shall be held to cover the services of a pilot for all duties connected with the movement and anchorage of a vessel for a period of at least 12 hours from the time of joining the vessel if his services are required for so long. If a pilot, after having been applied for, goes on board and the vessel is not ready to proceed to sea, or to move from one part of the harbour to another part, or to dock, as the case may be, the same day, a fee of Rs. 20 will be charged as "Pilot's attendance." When a pilot is appointed to transport a vessel into dock and it does not enter the dock the same day, if through no fault of the pilot, a second transporting fee will be charged, if the vessel is docked by the pilot on the following or on any subsequent day. For vessels (steamers) of under 1,000 tons burthen (registered) whose masters have obtained a pilot's licence for the cuter harbour, half pilotage fees only will be charged when the said masters pilot their steamers from or to the Sunk Rock Light. Special Pilotage for taking a vessel to Hog Island, Butcher's Island, or Nocar Point, a single pilotage fee shall be charged instead of transporting. For vessels proceeding on a trial trip a single pilotage fee shall be charged instead of transporting. Vessels arriving with gunpowder, if not moored in the harbour on the day of arrival, shall pay an attendance fee of Rs. 20. NOTE.— Rupee = 1/5. Towage. Carija Bay £30 each way. Steamer towed will be charged at sailing ship rates.

BONA, Algiers. Lat. 36° 53′ 38″ N; long. 7° 46′ 4″ E. Pop. 30,000. Tr.—I. General merchandise and manufactures; E. Iron, copper, zinc, barley, wool, sheep, cork, tannin, and hay. Accn. Two ports (inner and outer). Harb formed by two breakwaters. The inner port is provided with quays where vessels drawing 19st can discharge. Charges on a vessel 600 reg. tons, £92. Pilotage. I d reg. ton for sailing vessels, and \(\frac{3}{2} \) d for steamers each way, in and out. Mooring cable 9\frac{1}{2} \)d. On seamer of 600 reg. tons coming from a foreign port loaded with 1,000 tons of wood, and leaving with 1,000 tons minerals \(\frac{3}{2} \)d ton, coming in, and going out 28\(\frac{1}{2} \). Mooring cable 9\frac{1}{2} \ddotd. On sailing vessel of 300 reg. tons from a foreign port, cargo in and ballast out, in 1\(\frac{1}{2} \)d reg. ton, out 28\(\frac{1}{2} \). Mooring cable 9\(\frac{1}{2} \)d.

BONNY, Africa. Lat. 4° 23' 7" N; long. 7° 7' 0" E. Pop. 10,000. Tr.—I. Manchester goods, guns, powder, iron neptunes or brass pans, crockeryware, hardware, &c.; E. Palm oil, ivory, &c. Accn. Anchorage in Bonny river in 10 fms. Least depth of water on bar 19ft low water. Springs rise 6ft, neaps 5ft. No port dues.

BORDEAUX, France. Lat. 44° 50′ N; 0° 34′ W. Pop. 240,000. THW. 6h 50m; Sp. rise 14tt; N. rise 12\frac{3}{4}ft. Tr.—I. Colonial produce, wood, hides and skins, fish, cereals, wine, and spirits; E. Wine, spirits, fruit,

pit-wood, chemicals, gum, fish, tissues, and jewellery. Accn-There are two deep places for shipping in the river, with a depth from 20 to 30ft. A safe dit, to Bordeaux is 19ft, but at ST, vessels drawing 22ft can get up. There are also several docks and building-yards; two graving docks, a floating dry dock, a patent slip, a slip railway (at Lormont), and four gridirons for careening vessels. Cranes to lift from 3 to 50 tons. Charges. Buoy dues, sailing vessels 1½d per ton per month, steamers 4d per ton for 14 tiazy. Ballast 10d to 2/6 per ton. Fonnage dues 5d per ton for 14 tiazy. Ballast 10d to 2/6 per ton. Fonnage dues 5d per ton from arrivals from Mediterranean and Europe, 10d per ton from all other parts. Temporary additional dues (on account of harbour works) 6d per ton on all arrivals. Coals from 20/per ton. On a vessel of 400 reg. tons of 16ft dft., expenses about £20. Pilotage, Sailing ships or steamers, French or foreign. Ships proceeding to, or coming from ports between Nantes and Bayonne inclusive, 1d ton of measurement if in ballast, and 2d ton of cargo if laden. Other ports of France and ports of Algeria 1½d ton of measurement if in ballast, 3d ton of cargo if laden. French colonies and foreign ports 2½d ton of measurement if in ballast, and 4½d ton of cargo if laden. On vessel of 400 reg. tons drawing 16ft with cargo:—Inwards from April 1 to Sept. 30 —Sea to Verdon £2 12s 7½d; Verdon to Pauillac £2 12s 7½d; Pauillac to Bordeaux £3 5s 9½d; total £8 11s 0½d. Oct. 1 to March 31—Sea to Verdon £3 19s; Verdon to Pauillac £2 12s 7½d; Pauillac to Bordeaux £3 5s 9½d; total £9 17s 5d. Outwards on same vessel £9 4s 4d. Towage. 6d to 7d reg. ton from Pauillac to Bordeaux. Eng. Brokers. T. Columbier, C. Delmestre, J. Duchon-Doris, H. Feniere, G. Masson, R. Vandercruya.

BORNHOLM, Denmark. Pop. 35,364. Tr.-I. Coal, timber; E Corn. Accn. Good anchorages. Depth at entrance 21ft, Cranes to lift 5 to 6 tons. Charges. On a vessel of 200 tons £8 Pilotage. Vessel of 300 tons, £1 115 6d; 400, £1 175 6d; 500, £2 28 3d; above 500, 2/3 for every 100 tons.

BOSTON, U.S. Lat. 42° 19′ N; long. 70° 75′ W. Pop-About 400,000. Tr.—E. Grain, flour, live cattle, beef, pork, lard, fish, ice, woollens, cottons, paper, boots and shoes, cordage, hardware, furniture, apples (300,000 barrels in 1886-7), and musical instruments, the trade in organs and pianos being very large. Accn. Harb. is very commodious, and vessels of 24ft dft, can lie alongside the new wharves, whilst 23ft at mean LW is the least depth in the harb, channel. There are three graving docks, 165ft, 250ft, and 355ft respectively in length, three floating dry docks for vessels up to 500 tons, a patent slip railway for vessels up to 1,100 tons, and another for vessels up to 600 tons. Charges. On a vessel of 161 tons, dft. 10ft £72 65 6d. Pilotage. Foreign vessels are obliged to take the first pilot who offers his services, excepting those of 200 tons burthen or under, which having declined to take a pilot are only liable to pay half the regular fee. Vessels that have got within 1½ miles of the outer light are not compelled to take a pilot. By law, the pilots in addition to the following rates are allowed to add 3%, which addition will be included, and must be paid with the pilotage: Inward, per foot, from May 1 to Nov. 1 from 10/1½ to 19/, Nov. 1 to May 1, from 11/8 to 21/1½; outward, from May 1 to Nov. 1, from 5/10% to 16/11.

from Nov. I to May I, from 7/2 to 21/1\frac{1}{2}. 25°/0 to be added to the rates of pilotage on vessels detained in quarantine over 12 hours. All national vessels of 15ft or less dft. of water 16/11 foot, over 15ft dft. 21/1\frac{1}{2} foot. The fee for hauling a vessel from the stream to a wharf (below the bridges), after the expiration of 24 hours from arrival is 16/11, and the same amount for hauling a vessel from a wharf to the stream, provided the vessel does not proceed to sea within 24 hours from the time of anchoring. Towage. On a vessel of 174 reg. tons from Pernambuco with cargo of sugar, outwards in ballast, inwards £1 98 7\frac{1}{2}d.

BOULOGNE, France. Lat. 50° 44′ N; long. 1° 35′ E. Pop. 45,916. Tr.—I. Coal, cast iron, steel, machinery, flax and tow, cotton, wool; E. Cement, fruits, potatoes, flour, silks, wine, brandy, eggs. Accn. Floating dock. On the bar at ST. about 28ft, NT. 17ft. Inside the harb, at ST. 19ft, NT. 12ft. Vessels drawing 28ft can enter dock at ST., and those drawing 22ft at NT. Owing to frequent heavy rise of sea and shifting sandbank bearing SW. from the jetty, no greater depth can safely be counted on than 22ft at ST., and 16ft at NT. A gridiron 251ft long, and another 62ft long for small vessels. Steam cranes to discharge 800 tons per 10 hours. Charges. Port charges on a stalling vessel of 100 reg. tons £9 6s; on a steamer of 300 tons £15 10s 6tl. Commission and brokerage 5%. Pilotage. Sailing vessels, in or out, loaded 2fd ton, in ballast 1fd; steamers half this charge. Vessels having more than one-third of their cargoes pay full rates. Vessels windbound or in distress pay two-thirds. Towage. 3d. per reg. ton. Eng. Brokers. G. Dewismes, G. Huret, L. Sellier.

BRAAKE, Germany. Tr.—I. Timber and lumber from the Baltic and United States, cedar, mahogany, coal, pig-iron, fire-bricks, slags, flint, china clay, slates, corkwood, tar, grain, hemp, and nitrate; E. Sugar, moss litter, cork, bottles, German coal, coke, steel rails, iron in bars, all kinds of machinery, tobacco, and manufactures. Accn. Vessels drawing 18ft can enter the harb., a good dock 80cft long, 35oft wide, provided with a lock and offering every facility for shipping. The dock has been enlarged by a side basin 70oft long, and 15oft wide. Two graving docks, 313ft and 343ft in length. This is a free port. Labour and all supplies are cheap. Ballast about 1/1 ton. Cranes to lift to 20 tons. Pilotage. From April 16 to September 15, 11/7 for every 3ft dft.; from February 16 to April 15, and September 16 to November 15 about 3/4 foot; and from November 16 to February 15 about 3/4 foot. For vessels piloted into dock, a compulsory rate is charged:—up to 90 reg. tons 3/11, up to 120 reg. tons 4/10\frac{3}{4}, up to 150 reg. tons 5/10\frac{1}{2}, above 150 reg. tons 3/2\frac{1}{2}, up to 150 reg. tons 3/11, above 150 reg. tons 5/2\frac{1}{2}, up to 150 reg. tons 3/11, above 150 reg. tons 5/2\frac{1}{2}, up to 150 reg. tons 5/2.

BREMEN, Germany. Lat. 53° 48′ N; long. 8° 8′ E. Pop. 115,000. THW. 1h 40m; Sp. rise 11ft. Tr.—

I. Chiefly tobacco, coffee, sugar, cotton, coal, iron, petroleum, yellow metal, machinery, rice, skins, dye woods, wines, timber, hemp; E. Woollen goods, linen, glass, wheat, beaus, sheep, rags, wool, oil-cake, wooden toys. Accn. 3 large docks and 5 dry docks. Vessels of 22ft dft. can enter any one of the docks. Ctanes to lift 13.

to 40 tons. Charges. Dock dues 2d ton per month. Vessel of 120 reg. tons, with cargo, drawing 10ft, about £8. Commission collecting freight 1½ to 1%. Pilotage. Inwards or outwards. On a vessel of 120 reg. tons summer rate £3 6s 4d; winter rate 50% higher. Towage. Tugboats are generally obtainable some distance outside the quay buoy. Captains generally make the best bargain they can, irrespective of rates, which are, on outward-bound vessels from Bremerhaven to the lighthouse, from March 16 to November 15, 3½d, November 16 to March 15, 4½d reg. ton; for vessels from Bremerhaven to sea, from March 16 to November 16 to March 16, 7½d reg. ton.

BREMERHAVEN, Germany. Pop. 14,797. Accn. Three large docks and five dry docks. Generally sufficient water for vessels drawing up to 28ft. Cranes to lift from 2 to 50 tons. Charges. Port dues, \$\frac{1}{2}\$d per cubic metre per month. Sea Pilotage. Inward, per metre: from February 16 to April 15, \$\frac{1}{2}\$1 5s 5d; April 16 to September 15, \$\frac{1}{2}\$1 3s 6d; Sep. 16 to Nov. 15, \$\frac{1}{2}\$1 5s 5d; Nov. 16 to Feb. 15, \$\frac{1}{2}\$1 11s 2d. Outwards: March 1 to April 15. \$\frac{1}{2}\$1 os 1d; April 16 to Sep. 16, 13/5; Sep. 16 to Oct. 31, \$\frac{1}{2}\$1 os 1d; Nov. 1 to March 1, \$\frac{1}{2}\$16 is 16d. Harbour Pilotage. For ships up to 250 c. metres, 6/; 250 to 500, 7/6; 500 to 1,200, 11/6; 1,200 to 2,000, 15/6; 2,000 to 3,000, 18/; 3,000, 23/.

BREST, France. Lat. 48° 23' N; long. 4° 29' W. Pop. 70,780. Tr.—I. Principally coal, cement, timber, hemp, flax, and guano; E. Almost confined to barley, potatoes, and farm produce. Accn. Five basins or inner harbs. The outer harb has a uniform depth of 27th at LT. The average depth of water in the basins is—No. 1, LT. deepest part 7ft, HW. 19ft; No. 2, LT. 9ft, HW. 3ft; No. 3, the same as No. 2; No. 4, with gridiron, HW. between 10 and 12ft; No. 5, at LW. between 25 and 26ft. HW. in proportion. There are nine graving docks, owned by the Government, two gridirons, and one careening wharf. As a port of refuge Brest stands almost unrivalled in Europe. Cranes to lift from 1 to 5 tons. Charges. Dues on shipping 5d per ton. All goods landed pay 1d package. Quay dues 50c reg. ton. Charges on a vessel of 450 tons with cargo in and ballast out. about £25. Brokerage is heavy. Pilotage. Inwards on a vessel of 300 reg. tons landing about 450 tons of cargo, and leaving in ballast £5 8s 6d; outwards £2 8s. Eng. Brokers. A. Castagni, B. E. Corre, Denis, R. Jouve.

BRIDGEPORT, U.S. Lat. 41° o' 9" N; long. 73" 14' 25" W.
Pop. 32,000. Accn. Vessels of 18ft can cross
outer bar at high water. Narrowest width of channel 300ft.
Charges. £2. Pilctage. 4/2 ft. Towage. £t to £5, according to size.

BRIDGEWATER, N.S. Lat. 44° 14′ N; long. 64° 19′ W. Tr.—E. Wood, bark, deals, and boards. Accn. The bar inside of Mosier's Island has 19ft of water at NT. and 21ft at ST. about 15 miles from entrance. Vessels can load here to 16ft; if drawing more than that they load off wharf in channel, where there are 24ft of water. Pilot necessary. Charges. Labout 5/ and stevedore 6/ day. Hospital dues 1d ton. Harb. master's

fees 4/2 to 16/8. No harb. dues. Pilotage. On vessel of 888 reg. tons, 204ft dit., up the river £3. Towage. According to size of vessel, from £1 os 10d to £7 os.

BRINDISI, Italy. Lat. 40° 39′ 27″ N; long. 17° 58′ 45″ E. Pop. About 20,000. Tr.—I. Coal, sugar, coffee, wheat, and flour; E. Olive oil, wine, and country produce. Accn. Vessels drawing 25st can lie alongside quays; no dry dock accommodation, but the harb. is sase and large. Charges. Expenses of a steamer of 1,250 tons net reg., with a cargo of 2,200 tons of coal inwards, empty outwards, 3 to 4 days in port, about £160. Pilotage. From 15s 10d for vessels of from 1 to 100 reg. tons, to £2 19s 3d for vessels of 1,001 tons and upwards inward. Sailing vessels pay the same outward, but steam pay half rate outward, 3s 11½d for mooring ship, and 3s 11½d to pilot-boat for assisting.

BRISBANE, Australia. Lat. 27° 28' S; long. 153° 6' E. Pop. 51,680. Tr.—I. General merchandise; E. Coal, sheep, wool. Accn. Vessels of 20ft come to wharves with good tides. Charges. Wharfage 2s per ton; ballast 4s 6d; per ton; entering and clearing at Custom House, £2 2s. Pilotage. Above bar 6d per ton, above pilot station 5d per ton.

BRUGES, Belgium. Pop. 46,274. Tr.—I. Wool, cotton, dye-wood, wine, grain, coal, salt, wood, metals, &c.; E. Lace, cattle, chicory, oak bark, rags, bones, marble, fruits, and hay. Accn. Average depth 15ft; vessels drawing 13ft can easily pass through. Charges. On a vessel of 92 tons, about £9 7s (vià Ostend). Towage. By horses. 2 horses cost 16/ to 20/; 3, 20/ to 24/; and 10d to conductor.

BRUNEI, Borneo. Lat. 4° 52′ 40″ N; long. 114° 55′ 20″ E.

Pop. 15,000 Tr.—I. (Almost entirely from Singapore). Cotton cloths, gold thread, brassware, iron, rice, opium, tobacco, salt, earthenware, gunpowder, &c.; E. Sago flour, indiarubber, gutta percha, bees' wax, birds' nests, hides, and sharks' fins. Accn. Vessels of 20ft dft. can at HW. safely ascend to the town. Charges. By treaty with Great Britain a duty of \$1 ton is leviable on British shipping in lieu of all other charges. Pilotage. No pilots obtainable.

BRUNSWICK, U.S. Lat. 43° 55′ N; long. 69° 57′ W. Pop. 7,500. Tr.—E. Lumber, cotton, timber, naval stores, moderate shipments of staves, shingles, cross ties, wool, hides, tallow, &c. Accn. Vessels can cross the bar with 20ft water NT., and 23ft ST. Distance from bar to Brunswick 13 miles. Pilotage. For St. Simon's Bar and Turtle River, foreign vessels not exempt by treaty with United States 50% additional. Varies from £2 10s 9d (ber) and £1 5s 4½ (river) to £27 9s 9½ (bar), and £13 14s 10½ (river), according to dft. A deduction of 20% on these rates made on pilotage of steam vessels. Towage. 7½ d ton on loaded vessels.

BRUSSELS, Belgium. Lat. 50° 51' N; long. 4° 20' E. Pop. 410,000. Tr.—I. Biscuits, preserved goods, cement, wine, timber, cheese, cotton goods, wood, &c.; E. Plate and window glass, iron, sugar, marble, glassware, candles, nails, &c. Accn. Is connected with Willebroek by a canal with sufficient depth of water to allow vessels and steamers drawing not more than 10ft to come up to the city. Crane to lift 15 tons. Charges.

No dock, wharf, or light dues. For a vessel of 100 tons, ballast out, £5 4s 10d. Pilotage. From Antwerp to canal:-

		Summer.	1000	Winter.						
Draught,	Sailing.	Towed.	Steamers.	Sailing.	Towed,	Steamers.				
Abt. 5ft 6ft 8in. 8ft 4in. , 10ft , 11ft 8in.	7.7 10.83 13/101 17.53 20.91	7/2½ 9/11 15/8 20	6/2 9/61 12/2 15/6 18/5	8 9 11/10 15/1 19/3 22/41	8/4 10/4 14/3 17/10 20/9	10 H				

From entrance of canal to Brussels, 9/64.

BUDRUM, Turkey. Lat. 37° 1′ 52″ N; long. 27° 27′ 35″ E. Accn. Harb. about a quarter of a mile wide, inside it is well sheltered. It can take vessels of 18ft dft. The anchorage in the outer bay is in 11 fms.

BUENAVENTURA, U.S. Columbia. Lat. 3° 49′ 28″ N; long. 77° 10′ 40″ W. Pop. About 1,100. Tr.—I. Salt, garlic, straw hats, hammocks; E. Cocoa, rum, sugar, hides, tobacco. Accn. Vessels of 24ft dft. can reach the town. Pilotage. Can be obtained at Basan Point, the N. point of the entrance.

BUENOS AYRES, Argentine Republic. Lat. 34° 36′ 8.: long. 58° 22′ W. Pop. About 190,000. Tr.—I. Coal, iron, lumber, hardware, dry goods, wines, provisions, and manufactured goods; E. Wool, hides, tallow, horns, bones, &c. Accn. Buenos Ayres is situated 100 miles from the ocean, and is reached by a river 30 miles wide at the city. In front of the city are two anchorages, the inner and the outer roads, which are both open to S. E. and E. winds. Vessels discharge in the roads and at the Mole. There is a graving dock 272ft in length for vessels of large size, and also a marine railway for large vessels. Charges. Mole tariff, sailing vessels of 151 tons and upwards 60 cents per ton daily, lighters from the roads 10 cents, steamers half-rates, sailing vessels entering and leaving in ballast half-rates; light dues 8 cents per reg. ton, harbour dues 16/8. Pilotage. From the roads to the Bocca, in or out £2 16s. Towage. Do. £5. (See also Monte Video.)

BUNDER ABBASS, Persia. Lat. 27° 10′ 29″ N; long. 56° 17′ 1″ E. Pop. fluctuates from 6,000 to 8.000. Tr.—I. Chicory, glass and glassware, metals, piece goods, spices, sugar, and tea; E. Corn, cotton, carpets, drugs, dyeing materials, dried fruits, dates, opium, silk, cloth, wool, woollen shawls, &c. Accn. The anchorage is in 3 fms, a mile off the town, and for a large ship in 4 to 5 fms, about 2 miles off.

BUSHIRE, or ABU-SHEHR, Persia. Lat. 28° 59′ 7″ N; long. 50° 50′ 3″ E. Pop. About 12,000. Tr.—

I. Coffee, candles, oil, chicory, cutlery, glass and glassware, indigo, metals, spices, piece goods, sugar, and tea; E. Corn, cotton, carpets, drugs, dyeing materials, dried fruits, dates, hides and skins, horses and mules, opium, rosewater, seeds, silk, tobacco, and wax. Accn. The anchorage called Outer Roads is in 4 fms about 6 miles off, town bearing E. by N. The anchorage called Inner Roads is about 2½ miles off town. Vessels drawing 13ft can enter these roads. Shears to life

10 tons. Charges. No port dues. Foreigners pay 5% duty ad valorem on all exports and imports. Pilotage. To or from the outer roads about 1/1 foot dft. Pilots for Bussorah can also be obtained here. To and from Bussorah, or each time the bar is crossed, about 10 74ft dft., and in addition about 1/1 subsistence money per day as long as the vessel remains at Bussorah.

BUSSORAH, Turkey. Lat. 30° 29′ 30′ N; long. 47° 34′ 15″ E. Pop. 8,000. Tr.—I. Coal, refined sugar, metals, piece goods; E. Dates, grain, carpets, pearls, wool, cotton, gall-nuts, drugs, &c. Accn. Vessels drawing 18ft have ascended as far as Bussorah. 22ft on the bar at HWST., 15ft at NT. Inside the bar and as far as Bussorah the least depth in mid-channel is 24ft. Charges. Discharging or loading cargo costs 10d to 1/8 per ton. Pilotage. See Bushire.

CABARETE, Hayti. Lat. 19° 47′ N; long. 70° 28′ W. Tr.—
E. Mahogany and tobacco. Accn. Vessels of 400 tons can enter and anchor in 3 to 4 fms of water about two cable lengths from the shore. Pilotage. On a vessel of 206 reg. tons, in and out £7 5s 10d. On a schooner of 130 reg. tons, ballast in, cargo of tobacco and mahogany out £1 198 9d.

CABUL.—See Kurrachee.

CADIZ, Spain. Lat. 36° 27′ 45° N; long. 6° 12′ 16″ W. Pop. About 70,000. Tr.—I. Coal, alcohol, iron, staves, timber, and colonial produce; E. Wine and salt are the staple articles of export; olives, olive oil, fruits, metals, corkwood, grain, &c., are also exported in large quantities. Accn. There are 3 graving docks, owned by the Government, 193ft, 240ft, and 344ft in length, a graving dock 557ft long, and slip for vessels up to 136ft long, owned by the Compañia Trasatlantica. Cranes to lift from 5 to 8 tons. Charges. On a vessel of 150 reg. tons, coal in, cargo salt out, about £130. Pilotage. Sea to bay £1 17s 8d, bay to sea £1 14s 7d; Puntales to sea, anchoring in the bay £3 3s 9d; Puntales to sea, without anchoring £2 1s 8d; Trocadero to Puntales £1 11s 4d, Trocadero to sea, anchoring in the bay £4 15s 2d, Trocadero to sea without anchoring £4 2s 8d; Arsenal to bay £2 6s; Trocadero to bay £2 11s 1d; shifting in the bay or Puntales 16/9; Arsenal to sea, without anchoring in bay £4 7s; anchoring £4 13s 1d; ships leaving or entering the bay between sunset and sunrise £3 3s 9d. Should a vessel be hailed on entering by a pilot, and not take him, the vessel is liable to pilotage; but if she enters without being seen the pilotage is not claimed.

CAEN, France. Lat. 49° N; long. 0°21′ W. Pop. 63,809.

Tr.—I. Principally coal, pig-iron, cement, wood, coal tar, pitch, cotton, &c.; E. Wheat, barley, stone, potatoes, vegetables, cattle, oilcake. Accn. There is an inner wet dock, the quays extending about 1,300 yards (circular). The outer basin, newly constructed, has a length of quay of 630 yards, depth of water 16ft. Vessels of 350 to 450 tons discharge and take in cargo alongside the quay in the floating basin. Cranes to lift from 15 to 20 tons. Pilotage. On vessel of 100 reg. tons inwards (loaded) 25/; outwards (loaded) 16/10. In ballast half this rate. Towage. By horses for vessel of 100 tons 15/10 to 19/9; into canal 40.

ton of cargo; for coal, pig-iron, cement, earth, and other goods of little value 424; for grain and valuable merchandise going out 24 to 3d ton; in ballast, about 15/10, according to tonnage. Eng. Brokers. F. Bonet, G. Pelletier, R. Pelletier.

CAGLIARI, Italy. Lat. 39° 1′ 13″ N; long. 9° 6′ 42″ E. Pop. 39,000. Tr.—I. Coal, salt, cotton, soap, &c.; E. Corn, pulse, oil, wine, and lead ore. Accn. Cngliari is the capital of the island, and has a harbour capable of holding about 30 vessels of medium size. Depth of water ranges from 16 to 19ft. Pilotage. On schooner of 172 reg. tons cargo in and out. In and out and assistance boat £2 28. On screw steamer of 500 tons Sardinian admeasurement, from Spain to England with cargo of lead ore: In and out and boat assistance £2 17s 9d.

CALAIS, France. Lat. 50° 57′ 16″ N: long. 1° 51′ E. Pop. 47,000. Tr.—I. Salt, colza oil, fish, coal, cordage, rails, cast iron, wood, woollens, cotton, machinery; E. Wines, silks, Parisian goods, machinery, &c. Accn. The new docks were opened in June, 1889, by the President—the works occupying a space of over 400 acres. The tidal harb. entrance has been formed to the left of the old harb, and the floating docks lead out of the tidal harbours, and, passing by canals under the bridge leading from Calais to Saint Pierre, extend to the old work. leading from Calais to Saint Pierre, extend to the old works on the W. side of the town. The tidal harb, has an area of 18 acres and a minimum depth of 13ft LWST, and 29ft HWST. The W. side of the tidal basin is used for merchant vessels. There are magnificent quays and warehouses. The works will be completed in about two years. There is a careening slip in the harb, for vessels up to 500 tons. The tidal basin to the eastward measures in breadth 558ft, its north quay has a length of 1,800ft, with an uniform depth of 13ft 2in at low water spring tides, and its south quay has a length of 820ft, with a depth of 26ft 3in at low water spring tides. Sheds of 525ft in length by 13oft in breadth are erected along the south quay, which is also furnished with travelling hydraulic cranes The tidal basin to westward also offers to commerce extensive ground space, on the quays of which merchandise, such as coal, pig iron, timber, &c., can be stored free of charge for a considerable time. There are two floating docks—that to the east communicates with the tidal basin by two locks, 68ft ain and 46ft 2in broad respectively, and with a length between gates 451ft 3in. Depth of water on lock sills, 28ft 8in at ordinary spring tides, and 24st 5in at neaps. Under these conditions, any vessel with a less dft than 26ft 3in can enter the dock at spring tides, or, if arriving at neap tides, can berth at the deep water quay of the tidal basin, and commence discharging forthwith, entering dock in due course. There are extensive sheds along the quays of this dock, and 10 hydraulic cranes of 11 tons each, 2 of 5 tons, and hydraul'c jiggers for use of vessels. A dry dock, 500ft ln length, exists at the end of this floating dock, capable of accommodating vessels of the largest size. The level of the western floating dock sill is placed too high for vessels of deep dft, but it is intended to construct a new dock entrance so as to admit vessels drawing 20ft at all tides. Between the east and west docks a very extensive canal dock exists, which communicates, by means of the Calais canal, with all the internal navigation of the continent. Since the construction of the elevator to Fontinettes, near St. Omer, the largest sized canal boats of 400 tons can now reach Calais. Depths at high water :—Pier-head: Spring tides 34ft; neap tides 30ft. Dock gates on lock sills: Spring tides 23ft zin; neap tides 25ft zin. South quay of tidal basin: Spring tides 46ft 5in; neap tides 42ft 4in. Same quay at low water: Spring tides 25ft zin; neap tides 30ft zin. Wet dock: Spring tides at high water 30ft zin; neap tides 30ft zin. Wet dock: Spring tides at high water 30ft zin; neap tides at high water 26ft zin. There are no sandbanks or rocks outside Calais harb., and the depths of water are greater than at pier-head. Crane to lift 10 tons. Charges. On a vessel of 100 tons £4 15s, ballast 8d to 1s ton. Dues on a vessel of 1,222 reg. tons coming from India, America, &c., full cargo, dft. 20ft, about £12. Pilotage. 24d reg. ton loaded vessels; half for ships in ballast. Inwards from the roads on a vessel of 222 reg. tons 24d. Extra pilotage at sea, if taken further than 8m, one-fifth. Outwards £6 4s 6d. In ballast 14d reg. ton. Towage. On vessel of 1,222 tons coming from India, America, &c., with full cargo and drawing 20ft:—inwards, about 4d reg. ton £19 7s (Im about 4d; Im to 3m about 6d; 3m to 6m about £3). Eng. Brokers. A. Duniagou, G. Foissey, A. Henry, A. Hobacq.

CALCUTTA, India. Lat. 22° 33' N; long. 88° 20' E. Pop 683,458. Tr.—I. Salt, coal, iron, piece goods, cotton yarn, wearing apparel, stationery, hardware, machinery, malt liquors, wine and other spirits, petroleum, flour, tobacco, &c.; E. Cotton, rice, dye stuffs, oils, seeds, shawls, hides, spices, cutch, gunny cloths, hemp, indiarubber, jute, opium, safflower. Accn. Ships of 5,500 tons can ascend to city, where there is jetty and mooring accommodation. The pilots practically take vessels of any dst. up and down the river, but the maximum dst. may be called 25st. Below Saugor it is lest to the pilot's discretion whether he will pilot a vessel drawing more than 22st of water. There are nine graving docks, running from 18oft to 352ft in length, and three dry docks of from 174ft to 192ft in length. Charges. Tonnage dues 6d ton. Harb. master's fees vary according to the work required of him. Hospital dues 1d. Light dues 1d ton. Stevedore 7d ton. Pilotage. Outwards from within the port to below Fort Gloucester 1-12th; Hog River Obelisk 2-12ths; the Anchoring Creek 3-12ths; Diamond Harb. Telegraph Station 4-12ths; Rangafulla Obelisk (SE.) 5-12ths; Mud Point Telegraph Station (ESE.) 6-12ths; the Fairway Buoy of Bedfords or the lowermost buoy of the Auckland, if in that channel 7-12ths; the Apex Buoy of Bedfords or the A Buoy of the Western Channel, according to the channel used, 8-12ths; a line E. or W. of Saugor anchoring buoy or of the H Buoy for the western channel, 9-12ths; a line ENE. or WSW. of the lower Gaspar light-vessel for the eastern channel or WSW. of the lower eastern reef head passage buoy for the south channel, 10-12ths; a line ENE. of the Spit Buoy for the eastern channel or WSW. of the south channel reef buoy for the south channel, 11-12ths; a line drawn E. and W. of the lower reef buoy or the pilot station, full. Inwards, to within the port, exactly the same rates as above, and with the same divisions. In place of reading "To below," read "From below." Intermediate or broken pilotage is calculated by simple subtraction of the proportion leviable for the shorter distance from that chargeable to the

greater. Pilotage rates on vessels intermediate or broken pilotage:-

Otage:				
AND ASSESSMENT OF THE PARTY OF	Minimum,		mum,	
	dft. 8 to 9ft.		to 24ft.	
	In, or Out.	In.	Out,	
	£ s. d.	£ 3. d.	£ 5, d.	
1-tath	0 16 8	7 5 10	8 5 0	
2-12ths	1 13 4	24 11 8	15 10 0	
1-12ths	2 10 0	26 17 6	24 1 3	
4-sethinerroman.	3 6 8	29 3 4 -	32 1 8	
5-talhs.	4 3 4	36 9 4	40 2 E	
6-12ths	5 0 0	43 15 0	48 2 5	
7-12ths	5 16 8	010 12	55 3 0	
8-12ths	6 13 4	58 6 8	64 5 4	
9-raths	7.10 0	65 20 6	70 3 0	
To-reths	8 6 8	72 18 4	80 4 2	
ri-ryths	0 3 4	80 4 2	38 4 7	
Full	10 0 0	87 TO 0	06 5 0	
		-,	3, 3 4	

The pilotage is divided into twelfths for the convenience of charging intermediate or broken pilotage—viz., from sea to places short of Calcutta and from and to intermediate places, as also for the purpose of the proportionate reduction (one-fourth) being made when vessels are tugged by steam any portion of the distance. Towage. No tariff. A written agreement is always drawn up. A vessel of 1,362 tons paid for towage from Saugor Light to town £120, and to moorings £15; towage from moorings to sea £170, which may be taken as a fair average of the usual charges.

CALDERA, Chili. Lat. 27° 5′ 20° S; long. 70° 52′ 45″ W.

Pop. 3,000. Tr.—I. Coals, iron, bricks, and machinery; E. Copper and silver ores, bar silver, copper, and regulus. Accn. Vessels of 20ft dft. can lie alongside the whart. Charges: For doing ship's business in custom-house about £14 115 8d. Pilotage. From £1 9s 2d for vessels of 100 to 200 reg. tons, to £4 15s 10d for vessels of 1,000 to 2,000 reg. tons, and £5 4s 2d for vessels over 2,000 reg. tons. Towage. No tugboats here, but when necessary vessels can employ whaleboats at a cost of £1 or a little more.

CALICUT, India. Lat. 11° 15' 10" N; long. 75° 46' 0" E. Pop. 57,085. Tr.—E. Pepper, coffee, cardamoms, rice, coir rope, timber, wax, sandal-wood, &c. Accn. Anchorage in 5 fms. Charges. Tonnage dues, 1\(\frac{1}{2}\) per ton; entering and clearing at Customs, 6d.

GALLAO, Peru. Lat. 12° 4′ S; long. 77° 13′ W. Pop. About 32,000. Tr.—I. Almost every article of necessity; E. Guano, nitrate of soda, chemicals, sugar, salt, wool, cochineal, coffee, tobacco, rice, &c. Accn. A good mole has been erected, but it is too small for the increased demand for space by shipping. There is also a dock and a floating dry dock for the largest vessels. Cranes to lift to 5 tons; iron shears 35 tons. Charges. Discharging: foreign merchandise 5/10 per metric ton. coal 4/4, lumber of all descriptions 4/4; loading: all kinds of merchandise 2/11 per m.t. Dock charge 12 cents silver per reg. ton.

CALMAR, Sweden. Lat. 56° 39' 15" N; long. 16° 22' 20" E.
Pop. About 12,000. Tr.—I. Coals, salt, colonial
produce, herrings, seeds, ivory, pig-iron, and lead; E. Deals,
timber, paper, limestone, flour, and cattle. Accn. Inside harb.
close to pier 13ft. There is a patent slip for vessels up to 300 tons.

Pilotage. 3/2 for 6ft dft. per four English miles, 1/7 for every additional foot. On a vessel of 100 reg. tons, with cargo in and out, 10ft dft. 12/2.

CAMPECHE, Mexico. Lat. 19° 50' N; long. 90° 35' W. Pop. 16,000. Tr.—I. Silks and manufactured goods; E. Wood, salt, sugar, skins, wax, &c. Acen. Anchorage perfectly safe; vessels drawing 10ft can approach to within a mile of coast.

CANDIA, Turkey. Lat. 35° 21' N; long. 24° 01' E. Pop. 20,000. Tr.—I. Calico, cotton twist, flour, leather, sugar, rice, barley, &c.; E. Olive oil, soap, wine, raisina, &c. Accn. Harb. very narrow, 11 and 12ft inside where it is quite safe. Pilotage. 10/ on entering and 10/ on clearing. Mooring expenses about £1 5s.

CANEA, Turkey. Pop. 14,000. Tr.—I. Calico, cotton twist, flour, leather, sugar, rice, barley, tobacco, timber, coffee, woollens, rum and spirits, iron, soda ash, codfish, herrings, jute, sacks, coals, &c.; E. Olive oil, soap, wine, carobs, raisins, oranges, valonia, cheese, &c. Accn. Harb. has 15ft at entrance, but 12ft only where ships moor. Charges. Mooring 25/. Pilotage. 8/ to 12/ in or out.

CANNES, France. Lat. 48° 48' N; long. 9° 11' E. Pop. about 14,000. Tr.—E. Perfumery, oil, and soap. Accn. There is 15ft of water in the harb., which is protected by a mole, and has a fine quay. Eng. Broker. Janot.

CANTON, China. Lat. 23° 7′ 10″ N; long. 113° 14′ 3″ E.
Pop. Estimated 1,600,000. Tr.—I. Opium, cotton
and woollen piece goods, and native imports, such as silk, tea, and
cotton goods; E. Tea, silk, matting, preserves, &c. Accn. 13 to
17ft on the bar. Vessels of 1,000 tons can ascend as far as Canton.
Almost all steamers lighten at Whampoa, about 14 miles below
Canton, and all sailing vessels anchor there. Charges. Tonnage
dues 2/ reg. ton, which include harb. light, mooring dues, &c.
Pilotage. Whampoa to Hong Kong, or vice versa, 6 to 9ft dft.
£2 12s 1d; 10 to 18ft dft. £5 4s 2d; 19ft dft. £6 5s; 20 to
22ft dft. £8 6s 8d. Canton to Whampoa, or vice versa, any dft.
£2 1s 8d. Towage. Included in pilotage.

CAPE HAYTIEN, Hayti. Lat. 19° 46′ 40′ N; long. 72° 10′ 42″ W. Pop. About 9,000. Tr.—I. Lumber, provisions, fish, hardware, tobacco, and naval stores; E. Coffee, cocoa, logwood, honey, and hides. Accn. Vessels of 18ft dft. can approach to within three cable lengths of the town, and there is an excellent quay at which vessels drawing 15ft can discharge and load. Charges. On a 400 ton vessel, ballast in, cargo out £291 13s 4d. Pilotage. On a vessel of 400 tons, ballast in and cargo out, in and out and signal £218s 4d; to the Government £2 14s 2d and 20 per cent additional; to ballast ground £1 5s.

CAPE TOWN, Africa. Lat. 33° 56′ 3″ S; long 18° 28′ 45′ E. Pop. 30,000. Tr.—I. Woollens, cottons, hardware, furniture, haberdashery, paper, books, tea, sugar, teak, &c.; E. Corn, wool, wine, hides, skins, horns, aloes, butter, beef, ivory, argol, dried fish, whale and seal oil, copper ore, diamonds, &c. Accn. Two docks or basins (inner and outer), inner entrance

100st wide, outer entrance 200st wide. Inner basin or dock about 10 acres, outer basin 6 acres. Inner basin 24st at the north end, and 20st at the south. Outer basin 20st for large vessels, and 10st for small. There are two jetties or piers to protect the entrance to the basins. South jetty 240st long, 20st broad. The other, a breakwater, is carried out to 1,860st at HWM., with a lighthouse on the sea head. There is a dry dock 530st in length, and a patent slip for vessels up to 1,500 tons. Charges. Dock dues 6d reg. ton for 21 days, and 3d ton per week afterwards, no harb. nor light dues. 4/ ton for goods landed; 2/ ton if transhipped. Coals landed 2 ton.

CARLSHAMN, Sweden. Lat. 56° 11' N; long. 14° 52° E. Pop. About 8,000. Tr.—I. Tobacco, cotton, &c.; E. Iron, timber, potash, pitch, and tar. Accn. Small but safe harb., can receive vessels of 13ft dft. at the loading bridge. Charges. Tonnage dues, vessels of 50 tons and upwards 1/6 ten. Pilotage. See Carlskrona.

CARLSKRONA, Sweden. Lat. 56° 9½' N; long. 14° 35½' E. Pop. About 19,500. Tr.—I. Colonial produce, salt, &c.; E. Wood, deals, sails, iron, steel, copper, pitch, granite, tar, &c. Accn. Has a large, good, and deep harb., 16ft to 20ft deep inside; vessels of 14ft dft. can unload direct into merchants' wharves. There are six graving docks owned by the Government, which can accommodate the largest ships. Cranes to lift 1 to 10 tons. Charges. On vessel of 200 tons, with cargo in and out, about £15 10s. Pilotage. On a vessel of 12ft dft., cargo in and out, both ways £1 19s. Towage. Steamtug cam always be obtained.

CARRIZAL, Chili. Lat. 28° 05' S; long. 71° W. Pop. 2,000. Tr.—I. Coals, bricks, merchandise, &c.; E. Copper, regulus, lead in bars, and ores. Accn. Affords shelter for only about 6 or 8 vessels from a southerly wind. Charges. Hospital dues 5d per reg. ton. Pilotage. From £1 os 10d for vessels under 100 reg. tons to £3 2s 6d for vessels of 500 to 600, and so in proportion.

CARTHAGENA, Spain. Lat. 37° 36' N; long. 0° 58' 42' W. Pop. About 38,000. Tr.—I. Coalcoke, wood, grain, and flour; E. Silver, lead, zinc and iron ores, and esparto grass. Accn. There is sufficient water for the largest ships. A floating dry dock for the biggest vessels. Pilotage. For a moderate-sized vessel 14/6 inward and outward; large vessels in proportion.

CARTHAGENA, U.S. Columbia. Lat. 10° 18′ 58″ N; long-75° 35′ 19″ W. Pop. 10,000. Tr.—I. Flour, codfish, hams, butter, cheese, glassware, earthenware, ironmongery, pitch, tar, rosin, cordage, and copper; E. Gold, tobacco, cocoa, balsam, indiarubber, vegetable ivory, cedar, mahogany, hides, sugar, &c. Accn. Vessels of large dft. anchor in 6 fms off Pastelileo Fort. Small craft drawing 6ft lie alongside the walls of the city. Charges. Tonnage dues, about 3/ for every ton of cargo delivered. Light dues, 15/ for the first 100 reg. tons, and about 3/d for each additional ton. Stamp charges heavy. Clearance 12/ for any-sized vessel. Sand ballast 1/6 per ton. Pilotage. There are very good pilots in the city and at the entrance of the port (called

Bocachica). The dues are as follows, in case the vessel is taken outside Bocachica:—Steamers £2 18 8d, barques £1 138 4d, brigs £1 5s, schooners 16/8. When the vessel is taken at Booachica these dues are reduced half.

CATANIA, Italy. Sicily. Lat. 37° 28' N; long. 15° 5' E. Pop. About 106,000. Tr.—I. Manufactures on a large scale. Colonial: Iron, coal, machinery; E. Sulphur, wheat, barley, rice, beans, maize, linseed, hempseed, oranges, lemons, almon's, shumac, and a large variety of other produce. Accn. A large harb., capable of accommodating, with facility and safety, the largest ships. Charges. Port charges for a vessel of 317 tons £15 6s 4d. Pilotage. Inwards: to 50 reg. tons 11/10½; 51 to 100, 19/9; 101 to 150, £1 38 9d; 151 to 200, £178 8d; 201 to 250, £1128 5d; 251 to 300, £1 18s; 301 and upwards, £2 3s 6d. Outwards: Half of above according to tonnage by applying to the head pilot at the Health Office. In above charges, mooring and unmooring the ship is also included.

CAUDEBEO, France. River Seine. Eng. Broker. Renault.

CAYENNE, S. America. Lat. 4° 56′ 25″ N; long. 52° 20′ 36″ W. Pop. 11,000. Tr.—I. Cotton, loaf sugar, flour, skins, mining implements, preserved provisions, and manufactured goods; E. Maize, coffee, rice, tobacco, pepper, cocoa, indigo, vanilla, gums, woods, hides, &c. Accn. Two quays. Vessels drawing more than 14tt anchor 6 miles from C. Tides rise 6 to 7ft. No graving docks.

CEARA, Brazil. Lat. 3° 42′ 5″ S; long. 38° 27′ 31″ W. Pop. 35,000. Tr.—I. Breadstuffs, general merchandise, manufactured goods, metals, leather, wine, and machinery; E. Cotton, hides, indiarubber, sugar, &c. Accn. Anchorage in 4 to 5 ms. Harb. formed by a reef of rocks running parallel with the beach, and about 400yds distant. Charges. On a vessel of 383 tons arriving in ballast and loading cargo of cotton and indiarubber £258 5s 10d. Pilotage. On vessel of 383 reg. tons arriving in ballast, and loading a cargo of cotton and india-rubber, inward £2 148, outward £2 5s.

CETTE, France. Lat. 43° 24′ N; long. 3° 42′ E. Pop. 37,000. Tr.—I. Principally coal tar, pitch, staves, wheat, oats, beans, coal, tallow, petroleum, oranges, citrons, wood, iron ore, and also large quantities of Italian, Spanish, Dalmatian, and Greek wines; E. Salt, wine, spirits, fruits, brandy, and French coal from the mining districts of the departments of Hirault, Gard, and the Centre. Accn. Three basins, the Old Port, the New Port, and the basin of the S.W. Ry. Co. The harbour is protected by a breakwater running E. to W., forming two entrances. Vessels drawing 21ft can enter. The old basin or port admits vessels drawing 18ft; the New Port and S.W. Ry. Co.'s basin, vessels of 17ft. There are five pontoons for heaving down vessels of 1,200 tons. Charges. On a vessel of 250 reg. tons about £33. Pilotage. 1st Line:—Six miles distance from entrance during the day, and three miles distance from the entrance during the day only, or if the vessel is taken between the first and second line by the pilot between the 2d reg. ton. 3rd Line:—If the vessel is taken by the pilot between the

second line and the entrance, 1½d reg. ton. 4th Line:—If the vessel takes a pilot on the entrance 1½d reg. ton. Except during bad weather when the small pilot boat directs the ships by signals from the entrance, 1½d reg. ton. For every change of position 3/2 to the pilot who superintends, and the same amount in getting out of the basin. On a vessel of 254 reg. ton. from Carnarvon, with pitch, leaving for Huelva in ballast, in and out £4 19s 10d; shifting and boathire 11/10. Towage. On the same vessel, in £1 7s 8d, out 11/10. Eng. Brokers. H. Doumet, G. Frisch.

CHANAK KALEH, or DARDANELLES. Lat. 40° 04' N:

long, 26° 14′ E. Pop. 10,000. Tr.—E. Timber, wine, pottery. Charges. Light dues 4½d. on every ton up to 800 and half that on every additional ton. Pilotage to Sea of Azof from £8 to £12. Towage from Tenedos Island to Seatos Bay £10; to Gallipoli £12; from Cape Hellas to Sestos Bay £9; to Gallipoli £18; from White Clifts to Sestos £6; to Gallipoli £15; from Dardanelles to Constantinople £100.

CHARLESTON, U.S. Lat. 32° 41′ N; long. 79° 52′ W. Pop. About 52,000. Tr.—I. Cottons and woollens, linens and silk, hardware, iron and steel, sugar, ten, wine, spices, salt, slate, ale, fruit from W.I., and crockery; E. Cotton, rice, hams, bacon, phosphate, rock, and naval stores. Accn. After passing the bar there is deep water up to wharves. Vessels of 16½ft can cross the bar at high water OST., and 15½ft at high water NT. Charges. On steamer of 455 tons reg., loading 827 tons of phosphate rock, about £100. Pilotage. Not ex. 12½ft dft. £8 98 2d; not ex. 12½ft dft. £9 6s 1d; not ex. 13½ft dft. £10 11s 5½d; not ex. 14½ft dft. £11 8s 4½d; not ex. 14½ft dft. £12 13s 9d; not ex. 16½ft dft. £14 11s 9½d; not ex. 16½ft dft. £14 11s 9½d; not ex. 16½ft dft. £15 7s 6d; not ex. 17½ft dft. £31 14s 4½d; not ex. 18½ft dft. £38 1s 3d. Towage. On a brig of 218 reg. tons ballast in and cargo out, outwards £6 6s 10½d.

CHARLOTTETOWN, P.E.I. Lat. 45° 13' 55' N; long. 63' 70' 23" W. Pop. About 9,000. Tr.—I. All kinds of general merchandise, coals, breadstuffs, and all kinds of ship chandlery; E. Oats, potatoes, turnips, fish, butter, lard, wood, eggs, and oysters. Accn. Vessels of the largest dft. can enter this harb. and ascend Hillsboro river 7 to 8 miles; vessels can anchor close alongside the wharves; Sp. rise 9ft, N. 5ft. The usual anchorage is in 42ft to 58ft of water, about 10 cable lengths from the wharves. Charges. On a vessel of 320 reg. tons, light dues 4d; docking 4/ day; custom fees 8/4. Pilotage. 2/1 to 4/2 foot. Towage. Inward £1 os 10d to £2 Is 8d; outward £1 os 10d to £2 Is 8d; outward

CHATHAM, N.B.—See Miramichi.

CHERBOURG, France. Lat. 49° 39′ N; long. 1° 33′ W. Pop. About 42,000. Tr.—I. Coals, timber, cement, guano, wine, soda, gunpowder; E. Potatoes, pigs, calves, poultry, vegetables, cut stone, eggs, butter. Accn. Harb. and commercial non-tidal harb. Vessels drawing 17ft can enter the commercial non-tidal harb. The roads are capable of receiving the largest vessels afloat. There are eight graving docks owned by the Government, one graving dock owned by the City of Cherbourg, a

gridiron, and careening quay. Cranes to lift from 1 to 2 tons. Charges. On a vessel of 100 reg. tons £6. Pilotage. On a vessel of 100 tons, inwards £1 3s 8d; outwards 11/10; steamers (laden) half sailing vessels, sailing vessels in ballast two-thirds of rates. Towage. On a vessel of 100 tons about £1 0s 10d. Eng. Brokers. E. Bunot, A. M. Langlois, E. Lelot.

CHICAGO, U.S. Lat. 41° 50′ N; long. 88° W. Pop. About 550,000. Tr.—I. Lumber, coal, iron, and general merchandise; E. Grain, flour, wool, beef, pork, timber, and hides. Accn. Vessels bound here from sea pass through St. Lawrence, the locks of which are about 43ft wide and 220ft long, with 9ft of water. There are 15ft of water in Chicago harb. There is a new canal with locks 302½ft long and 48½ft wide, and 11½ft deep. Charges. On vessel of 348 tons, cargo of iron and general merchandise in and grain out £170 7s 2d. Towage. £2 2s 3½d to £21 2s 11d according to size of vessel and distance.

CHITTAGONG, India. Lat. 22° 14′ 24′ N; long. 91° 50′ E. Pop. 100,000. Tr.—I. Liverpool salt in large quantities, and kerosine oil; E. Jute, rice, cotton, and tef. Accn. There is accommodation for 16 vessels in swinging moorings, and 3 vessels in fixed moorings. Ships of 22ft can generally cross the bar at all times. Springs rise 15ft, and in the rains 19 to 20ft. Charges. On a ship of 1,400 tons reg. Rs 3/3 per reg. ton, exclusive of commission on freight and towage. Pilotage. From £5 for vessel of 11ft dft. to £26 for vessel of 22ft dft. For every foot above 22 an additional sum of £3 4s is charged; half rates for steamers under steam, two-thirds for vessels taking the aid of steam. Towage. There are no regular steamtugs; but vessels, when loaded, can always be towed to sea by one of the mail steamers, two of which leave weekly.

CHRISTIANIA, Norway. Lat. 59° 54' N; long. 10° 55' E. Pop. 131,000. Tr.—I. Wood, oil cakes, ice, herrings, beer, manufactured goods, skins, ores, paper pulp, matches. Accn. Vessels drawing 17ft to 18ft can lie alongside quays. A graving dock 268ft in length, and a floating dry dock 195ft long. Cranes to lift from 2 to 40 tons. Charges. Vessels of 270 tons, drawing 14ft, about £46 12s. Provisions plentful and cheap. Pilotage. For taking a vessel from the ballast station, or any part within the islands, and bringing her to the anchorage designated by the harb. master and mooring her:—From 2/2 for vessels of 40 tons and under, to 9/3 from 700 to 800 tons, and 10/10 for above 800 tons. If tugboat is employed, 25 per cent. deduction. Towage is cheap and tugboats are always at hand.

CHRISTIANSAND, Norway. Lat 58° 4′ 27″ N; long. 8° 2′ 25″ E. Pop. About 13,000. Tr.—
I. Manufactured and colonial goods, grain, salt, coals; E. Timber, planks, cattle, salted fish, skins, lobsters, oak-bark, paper, &c. Accn. The harb. is one of the finest in Norway, with 12 fms of water close to town. A large dry dock, 320ft in length, and every facility for repairs. Cranes to lift 2 tons. Charges. No tonnage dues, except a charge of 11d on each ton of merchandise discharged.

CHRISTIANSTED, Santa Cruz, W.I. Lat. 17° 45' N; long.
64° 41' W. Pop. About 25,000. Tr.—
I. Flour, corn, meal, pork, candles, lard, timber, shingles, agri-

cultural implements, and coals; E. Sugar, rum, and molasses. Accn. A coral reef runs E. and W. Water in harb, varies from 4 to 12 fms; 15 or 16ft is ordinary and safe dft. The harb, is situated in deep bay on N. side of island. Charges. On a vessel of 100

tons £18 55 8d.

CHRISTIANSUND, Norway. Lat. 63° 7' N; long. 7° 43' E. Pop. 10,000. Tr.—I. Grain, salt, flax, hemp, coal, iron, manufactured goods and colonial produce, bricks, tiles, &c.; E. Fish, timber, oil, tar. Accn. The harb is spoken of as good and secure, and accessible to all-sized vessels. There are five slips, ranging in length from 98ft to 197ft. Cranes to lift from 4 to 10 tons. Charges. Light dues about 5d ton in and out. Tonnage dues about 10d ton. Pilotage. A vessel of 12ft dft.:—Inwards, from April 1 to Sept. 30, 35/6, Oct. 1 to March 31, £2 48 6d; outwards, from April 1 to Sept. 30, 30/, Oct. 1 to March 31, 32/6.

CIVITA VECCHIA, Italy. Lat. 42° 0′ 6′ N; long. 11° 44′ E. Pop. 11,980. Tr.—I. Coal, iron, salt provisions, wines, spirits, haberdashery, drugs, woven goods, hardware, colonial produce, jewellery, glass, earthenware, wheat, oats, and live cattle; E. Staves, alum, ore, cheese, skins, bark, rags, charcoal, Roman cement, and objects of fine arts. Accn. Harb. is formed by two moles, and protected by a breakwater. Vessels drawing from 20 to 21ft are moored at the breakwater to discharge into lighters till their dft, is from 17½ to 18ft. Charges. Harb. dues, anchorage, &c., about same as other Italian ports. Pilotage. In 1½ reg. ton, out ½d ton. Vessels exceeding 1,000 tons burthen pay as 1,000. Mooring and unmooring £1.

COBIJA, Bolivia. Lat. 22° 40' S; long. 70° 12' W. Pop. 350. It has ceased to exist as a port of entry for foreign ships. Only a little copper is now shipped here coastwise.

COCHIN, India. Lat. 9° 58' N; long. 76° 14' E. Pop. 31,000. Tr.—E. Rice, pepper, ginger, yams, sweet potatoes, teak, arrowroot, coffee, cotton, sugar cane, fruit, cocoanut off, sapan wood, &c. Accn. There is only 14ft of water on bar. Charges. Port dues 3d reg. ton. Sand ballast 3/ ton. Good water 2/19-gallon cask. Stowing general cargo 1/ton. Pilotage. For vessels from 600 to 800 tons and upward, in and out, £5; 400 to 600, £4; 200 to 400, £3; 100 to 200, £2 10s. For the use of the anchor boat from 8 a.m. to sunset per day, £2. For the use of the hawser (besides making good any injury it may sustain) per day 10/. For transporting a vessel from one position to another, after she has been moored, of 300 tons and upwards 14/. Towage. £30 to £40 outwards.

COCKBURN SOUND. -See Swan River.

COLBERG, Germany. Lat. 54° 11' N; long. 15° 34' E-Pop. 7,000. Accn. Average depth in the entrance 15ft. Inner harb. has only 16ft. During strong gales vessels should not attempt to enter, but keep to sea. There is good anchorage in the roadstead in 6½ to 7 fms. Ballast delivered free by Harb. Board.

COLOMBO, Ceylon. Lat. 6° 56' N; long. 79° 55' E. Pop. 120,000. Tr.—I. Coal, manufactured goods, machinery, railway iron, hardware, and rice; E. Coffee, cinnamon,

areca-nuts, cocoanut oil, coir, plumbago, arrack, tobacco, and pearls. Accn. Outer roadstead with good anchorage in 8 fms water, and inner road or harb.—mostly occupied by native coasting vessels—with good and safe anchorage for vessels drawing 11ft. A mole has been commenced, to run out from the custom-house 1,200yds N., and then NE. 400yds. Charges. Port dues 2d ton for entry inwards, and at the rate of 2d ton for clearance outwards, on all vessels arriving at or departing from this or any other port of the saland. Ships expenses vary very much according to circumstances. On a vessel of 678 tons, cargo outward only, about £150. Pilotage. Vessels of 200 tons are bound to pay pilotage. Vessels are boarded about a mile outside the shipping. The rate is 30/ for both ways. Cranes to lift 20 tons.

COLON or ASPINWALL, U.S. Columbia. Lat. 9° 22′ 53°7″ N; long. 79° 52′ 58°2″ W. Pop. about 3,000. Tr.—I. Coal and general cargoes; E. Ivorymuts, cocoa-nuts, indiarubber, mother-of-pearl shells, hides, and cargoes in transit from the North and South Pacific, consisting of pearls, precious stones, silks, jewellery, teas, silver and copper ores, indigo, cochineal, coffee, cocoa, cotton, Peruvian bark, Panama hats, and general merchandise of all kinds. Accn. Vessels drawing 26ft can lie alongside the wharves. Pilotage. No fixed tariff, from £3 28 6d to £5 48 2d, according to size of vessel.

Acr. The depth of water on the bar varies from 17 to 24st at mean LT. Vessels of 20st dst. can always be loaded at Portland, which is about 110 miles from the mouth of Columbia River. Pilotage. On a vessel at Portland, in and out over the bar at the mouth of Columbia to Astoria up to 12st £1 13s 10d foot, for each additional foot £2 2s 3\frac{1}{3}d; this is each way, in and out. From Astoria, up and down, 16s1 foot each way. Towage. On a vessel at Portland:—In and out over the bar at the mouth of the Columbia river to Astoria £52 17s 3\frac{1}{3}d to £84 11s 8d, according to distance towed, including use of hawser in and out. From Astoria to Portland rates are made by private bargain, and range from £42 5s 10d to £116 6s for the round tow up and down.

CONCEPCION BAY, Chili. Lat. 36° 42′ S; long. 73° 6′ W. Tr.—E. Wheat, hides, and tallow. Accn. The bay, in which there is everywhere good anchorage, has three ports, Talcahuano, Penco, and Tomé. Talcahuano has a pop. of 4,500. Vessels anchor there in four to six fathoms at six to seven cable lengths from the shore. Discharging and loading are done by lighters. Repairing resources very limited owing to the absence of docks. Tomé has a jetty 50yds long. Pilotage. On a vessel of 750 reg. tons £2 188 8d inwards.

OONSTANTINOPLE, Turkey. Lat. 41° N; long. 20° E. Pop. 750,000. Tr.—I. Manufactures of every kind of colonial produce, coals, iron, lead, copper, tin, earthenware, glass, timber, &c.; small quantities of grain arrive from Black Sea for transhipment; E. Grain, wool, cotton, box and dry woods, silk, opium, tobacco, goatskins, rags, bones, drugs, otto of roses, carpets, &c. Accn. The harb is deep enough to float vessels of the largest size; safe and commodious, and is buoyed. There are four graving docks, 250ft, 290ft, 298ft, and 320ft long, a floating dry

dock 245ft, and a slip 120ft in length. Shears to lift 50 tons. Charges. Sanitary dues, 20 paras per ton on the first 500 tons, afterwards a reduction is made; lighthouse dues, from 40-to 60 paras per ton; lightship and rocket service 20 paras per ton; Consular fees £1 10s; firman dues and anchorage 11s 4d; hospital dues 1d per ton each 4 months. Pilotage. From the Seven Towers to Kulèli £2; to Upper Scutari £1 15; to Maiden's Tower or European Lighthouse 10/; from outside into the Golden Horn below the bridge &I; from the harb, to above the first bridge £1; to above the second bridge £2; from the Seven Towers to Buyukdere £3; to Arnaoutkeui £2; to Ortakeui £1 10s; to Sali-Bazar or Dolma-Bagtché £1 5s; from Kowak to Beicos £1 10; to Buyukdère £1 5s; to Dolma-Bagtché or to Maiden's Tower £2; shifting berth in harb. after anchoring, 10/; from above first bridge to above second bridge £1. Towage. There is no fixed tariff in the Dardanelles. A vessel with 500 tons cargo would pay under favourable circumstances £25, but when a large number of vessels are waiting, as high as £35 for towing through the Straits. Into the harb, from outside Seraglio Point £5

for a vessel with 500 tons of cargo; from outside the Point to the Black Sea, £12.

CONSTITUCION, Chili. Lat. 35° 19′ 40″ S; long. 72° 16″ 20″ W. Pop. 10,000. Tr.—E. Breadstuffs are largely exported to Europe and Australia. Accn.: The depth of water on the bar varies greatly; dry season oft; ordinary 11 to 13ft, and during the winter as high as 25ft. Pilotage. Inwards 8/4 each time for mooring and unmooring. Towage. By

Government steamer 1/o\(^1\) ton.

COPENHAGEN, Denmark. Lat. 55\(^5\) 50' N; long. 12\(^3\) 34' E.

Pop. including suburbs, 330,000. Tr.—1.

Coals, iron, machinery, timber, manufactured goods, tar, flax, cement, grain; E. Flour, grain, butter, cheese, beef, pork, horsescattle, sheep, wine, wool, hides. Accn. Several basins. The harb. is formed by a branch of the sound dividing the island of Amager from Zealand. From 23st at the entrance to 18st. On the W. Amager from Zealand. From 23st at the entrance to 18st. On the W. side the quays have a depth alongside from 12st to 22st, and on the E. side from 12st to 18st. The inner harb. has a depth of from 15st to 23st. Three graving docks, seven slips, and one floating dry dock. Charges. Port charges for vessel of 600 tons about £45. Tonnage dues 6d ton. Harb. dues about 5d ton. Pilotage. From Elsinore, about £1 18s. Into the harb. £1 18 4d; ditto through both bridges, extra 8/10. To Dragor £1 19s 10d. Above rates from April 1 to September 30 (summer rate), from October 1 to March 31 (winter rate) about 25% higher.

COQUIMBO, Chili. Lat. 29° 56° S; long. 71° 20° W. Pop. 5,000. Tr.—I. Coals, iron, machinery, &c.: E. Copper in ore, ingots, bars, &c. Accn. The anchorage is of an average depth of 8 sms. Ships are discharged by lighters and

E. Copper in ore, ingots, bars, &c. Accn: The anchorage is of an average depth of 8 fms. Ships are discharged by lighters and small craft alongside the wharves. There are 3 fms of water close in shore. There is a good mole belonging to the Coquimbo Ry. Co., with 22ft water at LT., where ships can safely moor and discharge by steam cranes. Charges. Hospital dues 5d ton. Collecting freight 2½ per cent; procuring ditto 5 per cent. Pilotage. Vessels of 100 tons £1 os 10d, and 8/4 additional for every 100 tons up to 800, £4 7s 6d from 800 to 1,000 tons, and £5 4s 2d for all above that tonnage. Towage. A small steamtug can be obtained to tow vessels out when there is no wind, charge £7 to £10.

vessels out when there is no wind, charge £7 to £10.

CORFU, Ionian Islands, Greece. Lat. 39° 37' 7" N; long. 19° 56' 50" E. Pop. 78,024. Accn. Harb. safe, and protected by mole. Suitable for vessels drawing 12ft. Charges. On vessel of 246 tons, £12 0s 8d.

CORONEL, Chili. Pop. 5,658. Accn. Anchorage in 9 fms.
Two piers with tramways and wagons. Vessels dis-

charge at their anchorage into launches.

CORRALIES, Mexico. Lat. 20° 25' N; long. 105° 39' 2" W. Pop. 8,000. Accn. A small but very deep harb. Depth of water in middle of basin or inner harb. is about 30 fms.

CORUNNA, Spain. Lat. 43° 22′ N; long. 8° 22′ W. Pop. 40,000. THW. 3h; Sp. rise 15ft. Tr.—I. Coal, iron, ivory, rails, maize, sugar, tobacco, &c.; E. Oxen, potatoes, onions, fish, eggs, &c. Acc., It is a safe and well sheltered harb., and capable of receiving the largest vessels. Charges. On a schooner of 80 tons, loaded in and out, about £16 5s. Pilotage:—

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Steamers of 200 tons and upw	ards	: L	1 75	6d.	_	•		-	_			
CRAPAUD, P.E.I.	La	ıt.	46°	12'	N,	; lon	g. 63	° 3	o' T	V. f	201	p.

500. Tr.—I. Cottons, linens, wool, silk, tea, coffee, tobacco, oils, tar, and spirits; E. Oats, barley, buckwheat, vegetables, butter, cheese, canned lobsters, &c. Accn. There are three wharves with 14st alongside at LW., 15st to 18st HW. Charges. Light dues 4d ton, payable once a year. Pilotage:

18t Div. 2nd Div. 3

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CRONSTADT, Gulf of Finland. Lat. 59° 59′ 43″ N; long.
29° 46′ E. Pop. 30,000. Tr.—I. Sugar,
cotton, petroleum, liquors, dry goods, salt, coals, &c.; E. Lumber,
hemp, tallow, canvas, leather, bristles, hides, cordage, &c. Accn.
Merchants' harb. will contain over 500 vessels of any size. Only
vessels with coals and pig-iron discharge here; all general cargoes
go up to St. Petersburg. There are three graving docks for the
largest ships of war and floating dry docks for vessels of 3,000 tons.
Although the property of the Government, they are open to the
public at moderate charges. Charges. On a vessel of 150 reg. tons
dft. 12ft including labour £25 10s. Pilotage. On a vessel of
153 reg. tons, cargo in and out, 12ft dft., in and out £2 15s 11d.
Towage. On a vessel of 153 reg. tons, cargo in and out, 12ft dft.,
inwards £2.

W. Pop. 12,050. Tr.—E. Mules, cattle, smoked meat, salted fish, and cocoa. Acen. Good harb. Anchorage in

12 fms. Charges. On vessel of 163 tons, £4. CURACOA PORT, W.l. Lat. 12° 6' N; long. 68° 20' W. Pop. About 20,000. Acen. Harbour about 21 miles in length, with 8 to 11 fms in the middle. Vessels of considerable burden can lie alongside the wharves. Charges. Port dues 100 reg. tons 4d. Light dues 2d ton. Duties on produce 10/ ton. Pilotage. In and out the harb, according to dft., being 3/11 foot for those of 200 tons and over; for entering the lagoon 3/6 foot for vessels over 100 tons.

CUXHAVEN, Germany. Lat. 53° 52' N; long. 8° 43' E.
Pop. About 4,400. THW. 1h 8m; Sp. rise
10 ft. Accn. An extensive harb., shallow, but well sheltered, except from the N., NE. and NNE. Charges. No port or harbour dues are levied, and vessels are not subjected to any formalities when entering or leaving. Pilotage. Sea pilotage from the cruisers 7/31 per foot in the summer and II/4 in the winter; from the galliot 4/II summer, 7/3½ winter, with general cargo, and about 3/11 in all seasons when loaded with coals, herrings, or ballast. Towage. From Heligoland to Cuxhaven £10 to £20 according to size, and from entrance of Elbe £8 to £15.

PALHOUSIE, N.B. Tr.—E. Timber and deals. Accn.

PALHOUSIE, N.B. Tr.—E. Timber and of easy access.

There are two channels leading to the harb., one with 3 fms of water, and the other with 6 fms; the usual anchorage is in 6 to 7 fms, directly off the town. A pilot should be engaged. Charges. On a vessel of 199 tons, drawing 121st £42 5s. 10d. Pilotage. On a vessel of 199 tons reg., ballast in and deals out, 121ft dft.

loaded, in and out £5 is 6d.

DAMAUN, Portuguese Hindustan. Lat. 20° 25' N; long. 72° 58' E. Pop. About 7,000. Accn. 18ft of

water in the river at HT.

DANZIG, Germany. Lat. 54° 20′ 18″ N; long. 18° 38′ E. Pop. 103,000. Tr.—E. Grain, linseed, timber, sugar, black beer, amber and spirits. Accn. Vessels drawing to to 12st can load alongside the quays. Vessels drawing 17st to 20st can enter the harb. A floating dry dock, 25ost in length, and three patent slips. Charges. On a vessel of 180 tons, including stowing cargo of sleepers £34 10s. Pilotage. On steamer of 1,000 reg. tons, river pilotage: inwards, ballast or coals outwards cargo, up 11/9, down 20/7; inwards, cargo of iron outwards cargo, up or down 20/7; inwards cargo of iron outwards. outwards cargo, up or down 20/7; inwards, cargo of iron, outward ballast, up 20/7, down 11/9; inwards, coastwise from a German port, outwards cargo, up 11/9, down 20/7. On sailing vessel of 200 reg. tons, inwards ballast, outwards cargo, up 8/10, down 14/8; inwards coals, outwards cargo, up or down 14/8; inwards or outwards cargo, up or down 14/8; inwards cargo, outwards ballast, up 14/8, down 8/10. Towage. On sailing vessel of 200 reg. tons, inwards, ballast, coals, or cargo, outwards, cargo or ballast, up or down, 14/8. On steamer of 500 reg. tons £4 6s 6d, and on sailing vessel of 180 reg. tons £1 17s.

DARIEN, U.S. Lat. 31° 20' N; long. 81° 25' W. Pop. 2,000.

Tr.—I. General merchandise; E. Lumber and cotton.

Accn. On the bar 22ft at ST. and 17ft at NT. Vessels can load

to 18st with safety. Charges. On vessel of 747 tons, ballait in, cargo out, drawing 10st in and 18st 9in out £351 15s 3d. Commission on freight 2%. Pilotage. Varies according to dit. of water and distance. Minimum 6ft dft., U.S. vessels £1 138 9d; 6ft dft., foreign vessels £2 10s 7d. Maximum, 20ft dft., U.S. vessels £20 17s 10d; 20ft dft., foreign vessels £31 6s 6d. Towage. On a vessel of 747 reg. tons, ballast in and cargo out, dft. 10ft in and 18ft gin out, to sea, by agreement £37.

DENIA, Spain. Lat. 38° 50' 40' N; long. 0' 7' E. Pop. 10,000. Tr.—I. Timber, fuel, wheat, and flour; E. Raisins, almonds, oranges, &c. Accn. Vessels not drawing over 12ft when loaded can load inside the port. Pilotage. £1 13s 4d in and out. Mooring and unmooring inside the port from £1 os 10d for vessels not exceeding 60 tons to £3 6s 8d progressively for

500 reg. tons.

DIEPPE, France. Lat. 49° 50' N; long. 1° 5' E. Pop.
About 21,000. THW. 11h 6m; Sp. rise 27ft; N. Tr.-I. Coal, iron, pitch, cement, machinery, and rise 201ft. general goods; E. Silks, manufactures, wines, brandy, fruit, potatoes, fancy goods, &c. Accn. Tidal harb. and three floating basins. The basins will take vessels of 22st ST., and 16st at NT. The harb. will admit vessels of about 22ft at HWOST., and of about 16ft at NT. A gridiron 165ft long. Cranes to lift 5 tons; I of 30 tons. Charges. On a vessel of 500 tons about £34. Pilotage. On vessel of 500 reg. tons, inwards and boat to help in £3 2s 9d; outwards and ditto £1 5s. Towage. On vessel of 247 reg. tons, inwards £2 9s; outwards £1 9s 3d. Brokers. D. Gens, C. Delarue, A. Salles, J. Teste.

DIGDEGUASH, N.B. Lat. 49° 9' N; long. 67° W. Acen. There are two passages leading to harb., the W. with 30st at LW., and the E. with about 22st. Anchorage safe. Charges. Port charges and loading expenses about 7/3½ per standard on vessels loading deals. Hospital dues 1d per ton. Harb. master 8/4 to 20/10. Pilotage. Summer rate 8/4 per foot

in, and 6/3 out; winter rate 10/5.

DRAGOMESTRE, Greece. Lat. 38° 33' N; long. 21° 6' E.

Pop. About 9,000. Tr.—E. Wood, &c. Accn. Deep water close to the shore. Charges. Dues and charges

on a vessel of 99 tons about £5 103. Pilotage. See Patras.

DRAMMEN, Norway. Lat. 59° 45' N; long. 10° 12' E.

Pop. About 30,000. Tr.—E. Timber of all
kinds (rough and sawn), iron, and wood pulp. Accn. Vessels drawing up to 20ft can enter the port. Three small cranes. DRANGSOUND.—See Wiborg.

DRONTHEIM, Norway. (On south bank of the Nid.) Lat. 63° 24′ 27′ N; long. 10° 27′ 30° E. Pop. 24,000. Tr.—I. Salt, coal, spirits, grain, staves and colonial produce; E. Timber, pyrites, copper ore, chromium, and fish. Accn. Large and good quays for discharging, &c. Depth of water 14ft LT. A graving dock, 256ft in length, and four patent slips. Shears to lift 35 tons. Charges. Harb. dues 2/2 to 8/8. Harb. master's fee 2/2 to 4/4. Light dues 3½d ton, and tonnage dues 7½d ton (loaded). Pilotage. According to a tariff regulated to dft. of water, combined with the vessel's tonnage, and according to the water, combined with the vessel's tonnage, and according to the distance from the shore where the pilot is taken on board. From the roads into the harb. from 4/4 to 8/8, out the same. On schoones of 178 tons reg. with cargo of salt inwards from Cette, leaving with a cargo of deals for Havre de Grace, in Ang. and Sept., 1877, from the sea £6 5s 6d, into harb. 6/, to sea (128) £5, out of the harb. 6/. Towage. Vessels of 60 tons £1 1s 8d, from 60 to 20, £1 6s, from 120 to 160, £1 15s, from 160 to 400, £2 12s, assistance-boat (if required) 8/8 to 13/.

DUNKIRK, France. Lat. 51° 2' 9" N; long. 2° 22' 37' E.

Pop. 35,000. Tr.—I. Coal, guano, nitrate, pigiron, iron ore, timber, wheat, barley, oats, seeds of all sorts, petroleum, wool, jute, flax, tow, cotton, &c.; E. Coals to French ports, rails, wheat, barley, flour, bran, dried vegetables, potatoes, sugar, oil cake, oil, yarn, locomotives, ironwork, straw, and phosphate. Accn. An entrance canal, outer port, port in which vessels can anchor, and four docks. About 22ft ST., and 19ft at NT. There is a gridiron, patent slip, new gridiron, and several docks in construction. Dunkirk is the fourth commercial port of France. Crane to lift 10 to 40 tons. Charges. Dock dues about 1d ton. Town dues about 7d ton. Quay dues 4\forall ton, if from Europe-Ballast 1/2 to 1/11\forall ton. Pilotage. Varies from 1d reg. ton to 3\forall d, according to distance. Towage. From 3d to 9d reg. ton, according to distance. Vessels under 100 reg. tons cannot pay less than £1 3s 9d. Compulsory towage due—\forall d, if from Great Britain, 1d reg. ton if from rest of Europe and North Africa; 1\forall ton from ocean voyage. Eng. Agent Maritime. E. Seligman. Eng. Brokers. J. Alibert, P. Debœcker, L. Deman, M. Duchateau, A. Leroy, L. Parisis, G. Ladureau, E. Plaideau, D. Spiers.

EASTPORT, U.S. Lat. 45° 44' N; long. 66° 56' W. Pop.
About 6,000. Tr.—I. Salt, W. I. goods, and
general merchandise; E. Lumber and fish products. Accn. There
are 60ft of water about 30 yards from the whatves. Charges. On
a ship of 500 reg. tons £87 10s. Pilotage. About 5/3½ 10 7/1 foot.
according to distance. Towage. By agreement.

ELMINA, W. Africa. Lat. 5° 4′ 48" N; long. 1° 22′ 15 W. Pop. 15,000. Tr.—I. Alpaca cloth, powder, guns, iron, brandy, soap, &c.; E. Gold dust. ivory, maize. Accn. Anchorage in 7 fms. Charges. £2 tos for each vessel.

ELSINORE, Denmark. (W. side of Sound.) Lat. 56° 2' 17" N; long. 12° 38' 2" E. Pop. 10,000. Tr.—I. Wine, spirits, coffee, sugar, salt, tobacco, and coals; E. Barley, oats, flour, meal, ship bread, butter, salt beef, pork, and rope, as supplied to calling ships. Accn. 21st at the entrance and 22st inside. There is a patent slip 26st long, and a dry dock 32ost long. Shears to list 45 tons. Charges. On vessel of 100 tons inwards with cargo £4 14s. Tonnage dues same as Copenhagen. Harb. dues, pler and quay-money about 13d ton. Steamers coaling in the harbour pay no dues. Pilotage. On a vessel 100 reg. tons, inwards, with cargo, in summer (winter one-third more) 7/2; outwards in ballast 3/8. Not compulsory either way.

EMDEN, Germany. Lat. 53° 22' N; long. 7° 13' E. Pop. 14,000. Tr.—I. Timber, iron, rye; E. Corn, coals, te... Accn. Dock one mile long, with chamber sluice 330ft g 50ft broad, and 22ft deep. Vessels of 21ft dft. will soon be to enter harbour at HT. Cranes to lift from 1½ to 4 tons.

Charges. On vessels of 100 tens drawing-11ft, about £12 5s. Pilotage. According to dft, minimum, 17 decimetres 17/8; maximum, 5z-des. £7 12s. 7d. Towage about 2d. per ton.

ESQUIMAULT, Brit. Col. Lat. 48° 25' 49" N; long. 123° 26' 45" W. Accn. The usual auchorage is on the E. side of the harb, in 6 fms. It is a magnificent harb, of casy access, situated on the SE. portion of Vancouver Island. Charges. Tonnage dues 2d ton in or out. Stevedore's charges 7/6 load. Shipping master's fees. Dues and charges on a ship of 500 reg. tons £8 6s 8d. Commission on disbersements 5%. Pilotage. £1 9s 2d foot. Towage. A vessel of 1,000 tons up and down about £83.6s 8d.

EUGUA GUAØU.—See Santos.

EUPATORIA, Russia. Lat. 45° 12' N; long. 33° 23' E.
Pop. 13,416. Accn. Good anchorage in 5 fms.
Vessels drawing 18th anchor quarter of a mile from town.
Charges. On vessel of 296 tons, £16 12s 6d.

FAABORG, Denmark. (S. Coast of I. of Funen.) Lat. 55° 5′ N; long. ro° 16′ E. Tr.—E. Provisions. Accn. Vessels of 12ft dft. can enter the harb. Charges. Harb. dues about 3 d ton, in or out. Custom-house charges same as Svendborg.

FECAMP, France. Lat. 49° 45′ N; long. 0° 22′ E. Pop. About 14,000. Tr.—I. Principally coal, timber, bark, fish, &c. Acen. A tidal harb, and dock suitable for vessels of 800 tons reg. drawing 16 to 18ft. The entrance is 220ft wide. Sp. rise 31ft; N. rise 21ft. Repairs and refitting are carried on. Three steam cranes. Charges. Dues on a brig of 165 tons of 12½ft dft about £15. Pilotage. On brig of 165 reg. tons drawing 12½ft, with cargo of deals inwards and ballast outwards: inwards £1 10; outwards 15/. Towage. On brig of 165 reg. tons drawing 12½ft with cargo of deals inwards and ballast out, in £1 125 6d; out 19/6. Eng. Brokers. O. Donovan, Renault, Racoir.

FERMO, Italy. Lat. 43° 11' N; long. 14° 15' E. Pop. 18,726.
Accn. Vessels anchor off village in 15 to 24ft.

Charges. Port dues, 8d per ton.

FERROL, Spain. (Bay of Corunna.) Lat. 43° 27' 45" N; long. 8° 16' 8" W. Pop. 22,000. Tr. — The custom-house is open for every kind of I. except dry goods; E. Pit-props, refined petroleum, and old iron. Accn. It is one of the finest harbs. in Spain, and is the chief naval station. There is a graving dock 475ft long, another for vessels up to 350 tons, and a patent slip for large vessels. Charges. On a vessel of 250 tons coal in, ballast out £55. Best Cardiff coals 25/ per ton. Charges for a vessel putting in for coal, about £8. Pilotage. Port pilotage inwards £1 135 6d; outwards, two masts 16/9; more than two masts £1 0s 10d. The pilot of the port never goes further out than Cape Priorino. If a vessel takes a fisherman outside to pilot her to the entrance, the fees are paid according to the distance, from 8/4 to £1 5s over and above the port pilotage, which is compulsory. Every change of position in the harb., with or without the assistance of a pilot, 12/6. Vessels putting in through bad weather or in distress, only pay pilotage. Towage. There are no private tugboats, but the dockyard tog, if asked, and not otherwise busy, charges about £6 5s to tow aship out.

FIGUEIRA, Portugal. Lat. 40° 50' N; long. 9° 10' W. Pop. 6,500. Tr.—I. Codfish, coal, iron, timber. Sc.; E. Salt, oil, wine, dried fruit, and oranges. Acon. No vessel. Irnwing more than 11ft should charter for this place. Charges. On vessel 120 tons, ballast in and fruit out, about £15. Pilotage. On a vessel of 112 reg. tons, cargo in and out:-Pilot on board 2. days 10/; in and out, including mooring and unmooring, and assistance-boat £12.

FIUME, Austria. (Adriatic.) Lat. 45° 19′ 15″ N; long. 14° 26′ 30″ E. Pop. 20,000. Tr. — I. Wheat, maize, barley, olive oil, fruits, fuel, petroleum, rice, tobacco, coffee, cotton goods, and jute; E. Oak, fir, and beech staves, flour, tobacco, wine, salt, hemp, rape seed, linens, rags, grain, &c. Accn. A fine harb., formed by a breakwater running nearly parallel with the sea shore (i.e., E. to W. by N.), and the shore quays and piers. The largest to 8d) per net reg. ton covers all the port and light dues for yessels above 400 tons. Pilotage. According to agreement, from £2 to £3.

FLENSBORG, Germany. (Baltic.) Lat. 54° 47' N.; long9° 26' E. Pop. About 21,000. Tr.—I. Coal, iron, timber, grain, salt, rice, palm kernels; E. Bricks, draining

tiles, oil, oilcake, spirits, rice, yeast, beer. Accn. 22ft to 27ft in the harb. Vessels drawing 18ft to 20ft lie alongside the quays. A large iron shipbuilding yard and patent slip. Charges. Harb. dues about 1d per ton. Water 112d per 100 gall. Pilotage. On steamer of 644 net reg. tons, cargo of coals in and water ballast out, from Birk or Kekenis, 18ft dft., summer 42/, winter 55/6; harb. pilot, 18st dst. and warping, summer 8/6, winter, 13/4; out, 14st dst.

summer 36/, winter 45/7. Towage. As per agreement.

FLUSHING, Holland. (N. side of Scheldt.) Lat. 51° 26′ N.

long. 3° 35′ E. Pop. About 12,000. Tr.—I.

Coal, coffee, sugar, rice, corn, potatoes, onions, fruits; E. Cattle, and fish, oysters, mussels, and shrimps. Accn. Outer harb. 22ft at LW.; difference between H and L is 12ft. Large dry dock, 243ft in length. Outer harb, is separated from inner by sluices, 279ft long, 651ft wide, and 25ft in depth on sill with mean HW. The two inner docks have a constant depth of 25st. Cranes to lift from 1 to 3 tons, and 1 of 50 tons. Charges Loading 10d to 1/ reg. ton. Vessels entering several times during the year receive a considerable reduction in harb. dues. Pilotage. On a vessel of 1,864 reg. tons, arriving from sea and discharging at Flushing:-From sea, say 22ft dft., summer, sailing £11 145 4d. towed £10 19s 3d, steam £10 5s; winter sailing £16 3s 10d, towed £14 18s, steam £13 8s 4d. Towage. On vessel of 1,86± reg. tons, say 22ft dft., from sea into harb. £9 18s 4d.

FOOCHOWFOO, China. Lat. 26° 02′ 24″ N; long. 119° 25′ E. Pop. 600,000. Tr.—I. Bêche-de-mer.

cotton and woollen manufactures, metals, rice, sugar-candy, opium, &c.; E. Tea, paper, tobacco, woods, oranges, sugar, spices, copper, and timber. Accn. The anchorage used by vessels is about 9 miles below the city. A graving dock 365ft in length. Charges. Tonnage dues same as Canton. Pilotage. Between the limit of the outside pilotage ground, for all vessels 16/8 foot. Steamers from Pagoda anchorage to sea, and vice versa, if drawing 18ft and under £1 os 10d foot; if drawing more than 18ft £1 58 foot. Between Sharp Peak and Pagoda anchorage, for all vessels, 8/4 foot. Between Pagoda anchorage and Foochow Bridge, for all vessels 6/3 foot. For vessels in tow of steamers inside pilotage 4/2 foot; outside 8/4 foot. Towage. For coast steamers the rate is fixed by arrangement, but there is a minimum rate of £83 6s 6d for towing from Pagoda anchorage to sea. Of course if the vessel is a large one the rate is higher.

FORT DAUPHIN, Hayti. Accn. The harb, is 3 miles long E. and W., and a mile broad; has a depth of water sufficient for largest vessels. Pilotage. To Fort Liberté and back £2 188 4d; pilotage and signalling, double £2 188 4d.

FREDERICIA, Denmark. Little Belt. Lat. 55° 35' N; long. 9° 45' E. Tr.—E. Corn, cattle, butter, eggs. Accn. Vessels of 15ft dft. can enter the harb. Charges. Harb., ballast, and tonnage dues same as at Horsens. Pilotage.

From sea to harb., summer 9d, winter 1/ foot.

FREDERIKSHALD, Norway. Lat. 59° 7' N; long. 11° 24' E. Pop. About 12,000. Tr.—I. Coal and grain; E. Planed and sawn woods, timber, joinery works, fron, ice, and granite. Accn. An inner and outer harb., with sufficient water for a vessel of any size in outer harb. Entrance to inner harb. 14fb wide. Charges. Tonnage and light dues about 10½ d ton. Total for a ship 300 reg. tons, with cargo in and out, about £45. Pilotage. According to tonnage and dft. of water combined. Winter rates, Oct. 1 to March 31, about 25 per cent. higher than summer rates. On vessel of 300 reg. tons, cargo in and out:—In, 14ft to 15ft £3; out £2 2s. Towage. As per agreement. On vessel of 300 reg. tons, cargo in and out £3 5s.

FREDERIKSHAVEN, Denmark. Lat. 57° 27′ 3″ N; long10° 33′ 15″ E. Pop. 2,500. Tr.—L.
Coals, wood, iron, and salt; E. Grain, butter, beef, cattle, and
pork. Accn. An average depth of 14ft to 15ft close to the quays.
The harb, is protected by two stone piers, in which are fixed mooring-rings and posts. When the new stone quays are finished
vessels of 18ft can enter at any time. Charges. Port charges
1/1½ for 2½ tons of goods, discharged or taken in. Harb, dues for vessel
loading or discharging 3½d ton, in and out. Charges on a vessel of
173 tons £11 5s. Expenses on steamers same as sailing vessels.
Pilotage. Summer, April 1 to Sept. 30; winter, Oct. 1 to March
31. From the Roads, summer 4½d, winter 5½d; from the sea,
summer 8½d, winter 11½d; from Hirtsholmen or within a mile of,
summer 9d, winter 1/3½; to the Roads, summer 3½d, winter 4½d;
to the sea, summer 6d, winter 8d; to the Roads from Hirtsholmen
or the same distance, summer 7½d, winter 9¾d foot. 3¼d has also
to be paid to the pilot-master by each vessel. Towage. There is
no regular steamtug, but a Copenhagen salvage steamboat is
stationed here, which tows in and out when required, and charges
from 3d to 4d reg. ton in ordinary circumstances.

FREDERIKSTADT, Norway. Lat. 59° 12′ N; long. 10° 58′ E.

Pop. 10,000. Tr.—I. Coals; E. Ali
sorts of planed and sawn wood and timber, and granite. Accn.
River runs out into two arms, forming two ports; sufficient water in
both ports for any-sized vessel. Cranes to lift 25 tons. Charges.
Tonnage and light dues 11d per ton. Cargo in and out 1/10 per ton.
Pilotage. According to tonnage and dft. of water combined.
Winter rates, October 1 to March 31, about 25% higher than summer.

tates. On vessel of 399 reg. tons, ballast in, cargo out, in, 10ft to 11ft (summer tariff) £2 8s 9d; out, 15ft to 16ft (summer tariff) £2; harbour pilot 13/. Towage. As per agreement. On vessel of 399 erg, tons, ballast in, cargo out, in and out £7 12s.

GABES, Egypt. Lat. 35° 53' N; long. about to co E. Pop. 15,000. Tr.—I. Cotton goods, building materials. E. Esparto grass, dates, henna, &c. Accn. Vessels can anchor within a mile of shore. Charges. Vessels under 1,000 tons pay £3 16s which includes lighthouse dues.

GABOON, Africa. Lat. o' 30' 11" N; long. 9° 19' 20" E. Pop. 20,000. Tr.-E. Ivory, ellony and other woods, copal, wax, &c. Acen. Sufficient water for largest ships. Harb, well sheltered. Charges. Port dues id per ion; and GAGE ROAD.—See Swan River.

GALATZ, Roumania. Lat. 45° 24' N; long. 28° 24' E. Pop. 46,000. Tr.—I, British manufactures, sugar, caisins, oil, coal, figs, iron, manufactured goods and tobacco; E. Corn, tallow, wool, masts and spars, hides, bristles, bones, maire, cye, linseed, barilla, and rape seed. Accn. A minimum depth of 15ft over the shoals has been attained. Charges. On vessel of 900 tons about £200. Pilotage. On a steamer going up with less than one-third cargo, and down with full cargo of 4,000 quarters of Indian corn, drawing 161ft up and down £12.

GALLIPOLI, Italy. Lat. 40° 6′ N; long. 17° 35′ E. Pop. About 10,000. Tr.—E. Olive oil, wine. empty casks, dried figs, and olive husks. Accn. Vessels lie in 16 to 26ft of water behind a mole, which runs from W. to E.

Pilotage. £1 and upwards, according to size of vessel.

GALVESTON, U.S. Lat. 29° 16' 37" N ; long. 94° 49' 41" W. Pop. 30,000. Tr.-I. Coal, salt, coffee, ale, earthenware, iron, lumber, and other general merchandise; the foreign E. are almost entirely cotton, with some cotton seed, oak and black walnut; timber, hides, wool, tallow, bones, &c., being also exported to a large extent, but altogether coastwise. Accn. Depth of water 15 to 16st on the bar, 24st on the inner bar. Jetties are being constructed, and there will be deeper water shortly. Charges. There are no port charges nor wharfage on vessel. Customs duty 1/3 per ton. Total expenses are about £1 128 6d reg. ton. Pilotage. 16/11 foot, in and out. Pilotage is usually paid inwards only, by vessels loading outside. Pilotage compulsory; if spoken, must pay half. Towage. £10 118 52d and £15 178 22d.

GASPE, Canada. Lat. 48° 51' N; long. 64° 12' W. Pop.
400. Tr.—I. All kinds of general merchandise;
E. Lumber, fish, and oil. Accn. Vessels drawing 28ft can safely
enter. An anchorage in 6 to 7 fms. One of the safest harbs. in the
Dominion of Canada. Charges. Harb. master's fees about 2/ for 50 reg. tons. Wharfage for vessel 300 tons 8/4 day. Pilotage.

4/2 foot, or according to agreement.

GEELONG, Victoria. Lat. 38' 8' 52' S; long. 144° 21' 47" E. Pop. about 23,000. Tr.—I. Manufactured goods of all descriptions, machinery, railway materials, liquors, wine and spirits, coal, iron, and lumber; E. Gold, live stock, hides, tallow, butter, grain, preserved meats, and wool. Accn. The new channel across the bar and up to the wharves will admit vessels drawing

18st; by choosing a proper time of tide those drawing 20st can pass through, Geelong is about 48 miles SW. of Melbourne. Charges. Light dues 6d ton; ballast 3/3 ton; expenses of a vessel 560 tons

GEFLE, Sweden. (Gulf of Bothnia.) Lat. 60° 40' N; long. 17° 7' E. Pop. About 20,000. Tr.-I. Salt, grain, coal, &c. ; E. Planks and iron. Accn. The outer harb. (5 miles from the town) will admit vessels drawing 19 to 20ft, the inner harb. vessels of 131ft. Vessels above 20ft have to anchor at Bonan, about 8 miles from Gefle. A patent slip nearly gooft in length. Charges. On a vessel of 250 tons £17. Pilotage. On a vessel of 250 reg. tons, from a foreign port in ballast, and bound to a foreign port with cargo, from sea, 12ft £1 4s 24d; to sea, 15st £1 10s 4d; on the river, mooring vessel 3/21.

GEMLIK, Turkey. Pop. 10,000. Tr.-I. Coals, salt, &c.; E. Olive oil, olives, chromate ore, wheat, antimony, ore, barley, salted fish barrels, sardines, &c. Accn. Harb. has about 15ft water alongside wharf Gemlik is the regular port of Brussa.

GENOA, Italy. Lat. 42° 24′ 18″ N; long. 8° 54′ 24″ E. Pop. 180,000. Tr.—I. Cotton and woollen goods, machinery, cochineal, indigo, grain, hides, sugar, coal and coke, wines, spirits, coffee, and iron; E. Olive oil, hemp, flax, rice, fruits, vermicelli, cheese, steel, velvets, silk damask, gloves, flowers, paper, soap, marble, and jewellery in silver and coral. Accn. Genoa is the chief commercial seaport of Italy, and the largest vessel can enter harb.; there are two piers. There is a graving dock 285ft long, a floating dry dock 320ft long, and a slip 246ft in length, for vessels up to 1,200 tons. Cranes to lift 2 to 10 tons. Charges. Anchorage dues 1fr per ton on steamers, 80 centimes per ton on sailing vessels. Other disbursements light. Pilotage. Ships drawing 9ft and under £1 5s 4d, more than 9ft per 3ft 10/9. Outward, half above rates. Vessels with their dft. of water painted on the bows or stem pay for the highest mark, and not for what they may actually draw. Towage. As per agreement,

GEORGETOWN, Demerara. Lat. 6° 50' N; long. 58° 12' W. Pop. 35,000. Tr.—I. Breadstuffs, presisions, lumber, shingles, shooks, slates, rice, tobacco, liquors, wisions, lumber, shingles, shooks, slates, rice, tobacco, liquors, manufactured goods, and coal; E. sugar, rum, molasses, hardwood, timber, greenheart, old iron and copper, Wallaba shingles. Accn. Only toft on the bar at LW., but vessels drawing 17ft can cross it at HW. The river is navigable at HW. for vessels drawing 12ft as far as Leekie, 65 miles from the entrance. Dry dock 230ft. Cranes lifting up to 15 tons: Charges. Tonnage dues, &c.: Vessels above 70 tons 7½d ton. Harb. master's fee 1½d ton. Expenses of a vessel of 353 tons about £45. Pilotage. From £2 tos for 10ft or under to £15, 8s 4d for 20ft or under. For vessels shifting moorings in the river 12/6. Vessels arriving to try the market and not coming to an entry are exempted, unless they take a pilot. Towage, 500 tons: 16ft £20 16s 8d; 17ft £25 17½ft £29 3s 4d, with £4 3s 4d additional for every 100 tons up to 1,000 in each case; 18ft £33 6s 8d, with £6 5s additional for every 100 tons up to 1,000. Vessels drawing 17½ft £33 10s, with £8 6s 8d additional for every 100 tons up to 1,000. Vessels drawing 17½ft £33 10s, with £8 6s 8d.

or less, or not exceeding 600 reg. tons, will only be towed as the

as the chequered buoy on the outer edge of the bar. Use of steamer's warp £2 1s 8d, provided it is engaged previously to the

vessel leaving.

GEORGETOWN, P.E.I. Lat. 46° 8' 47' N; long. 62° 27' 40" W. Tr.-I. All kinds of general merchandise; E. Timber, barley, oats, potatoes, fish, &c. Accn. The harb. has 17ft to 28ft about half a mile from town, 6ft at pier-end at LW.; Sp. rise 8ft, N. 5ft.; well protected from winds and has safe anchorage for 500 ships. Pilotage, Inwards 2/6 foot, out-

wards 1/3 foot; not compulsory.

GHENT, Belgium. Lat. 51° 3′ N; long. 3° 44′ E. Pop.

About 130,000. Tr.—I. Cotton, colonial produce. tin, machinery, manufactured goods, pig-iron, copper, rape seed, guano, coals, salt; E. Flax, tow, fruit, hops, marble, white lead, refined sugar, chicory, rags, rape oil, linseed and rapeseed cake, grain, shoddy, potatoes, bark, linen, butter, flax-waste, &c. Accu-Bridges and sluices of the canal have a width of 40ft. Can receive into its docks vessels drawing 16ft. Cranes 12 to 15 tons. Charges. On vessel drawing 114ft, cargo in and balast out, £21 18s-Pilotage. On vessel of 200 reg. tons, 111ft dft.; from sea to Terneusen (winter £4 15s) £4. Harb. pilotage to Terneusen 6/11; Terneusen to Ghent £1 0s 4d; Terneusen to sea, 8ft (winter £1 12s) £1 8s 6d. Towage. On vessel of 200 reg. tons, 112ft dft., from Ghent to Zelzaete 7/; into Ghent dock 4/6. Brokers. Edmond Minné, De Ceunyk. (See Advt.)

GIBRALTAR. The new Mole Head is in lat. 36° 07′ 17° N;

long. 5° 20' 49" W. Pop. About 20,000. THW. th 47m; Sp. rise 4ft; N. rise 21ft, Tr .- I. Cotton, linen, woollens, hardware, coal, iron, silk, tea, tobacco, staves, coffee, grain, flour, petroleum, timber, &c.; E. Wools, lead, copper-Accn. Vessels of any size can anchor in the bay in 31 to 25 fms, the only danger in entering being the Pearl Rock with 10ft water on it. Charges. Under 600 tons 10 c. per ton, 700 tons £2 115 each vessel, 800 tons £2 15s, 1,000 tons £3 3s, 1,500 tons £4 3s,

1,800 tons and upwards £5.

GIJON, Spain. Lat. 43° 35' N; long. 5° 57' W. Pop. 7,000. Tr.—I. Hardware, pig-iron, &c.; E. Nuts, coals, butter, and ores. Accn. Vessels drawing 11ft can lie alongside the quay of inner port. Tidal harb. dry at LW. Charges. Town dues 10d ton. Pilotage. Every vessel above 50 tons is compelled to take a pilot and a boat with a crew of nine men, for which the following charges are made :- From 50 to 150 tons, pilot and boat, summer £1 os 10d, winter £1 5s; above 150 tons, summer £1 5s, winter £1 gs 2d. The pilot is compelled under a penalty to moor the vessel well and efficiently. Vessels taking coast pilots ought not to accept their services to bring the vessel to the bar before making an economical agreement, in writing, if possible, to save disputes. Towage. For a boat towing 3 miles,

or part of that distance, in or out, from or to the bar 74d man.

GIRGENTI, Sicily. Lat. 37° 16′ 55′ N; long. 13° 32′ 27″ E.

Pop. 22,000. Tr.—I. Coals, iron, timber, sugar, coffee, spirits, rice, and petroleum; E. Sulphur in great quantities, almonds, salt, shumac, and locust beans. Accn. A good harbour, depth 3½ to 4½ fms. Pilotage. 1 to 80 reg. tons 6/4; 81 to 100, 11/10½; 101 to 200, 15/10½; 201 to 400, 19/8; 401 and upwards £1 3s 9d. If the vessel requires to be anchored outside, or to come into the harb., it has to pay full charges. If the vessel has anchored outside without a pilot, and requires the assistance of one of them to come in the harb., the full charge has to be paid. If a vessel has been anchored outside by a pilot, and afterwards comes into the harb. with the pilot's assistance, the master has to pay full charges for the anchorage, and half the charges for the assistance of coming in. If the vessel has employed a pilot in anchoring outside the roads, or coming into the harb.—going out with the pilot's assistance—only half charges have to be paid. If no pilot has been employed, and one is required, full charges have to be paid. Steamers which like to be anchored by a pilot pay 1-5th less than sailing vessels. Towage. From 7/11 to 19/9.

GLOUCESTER, U.S.A. Pop. 21,713. Accn. Harb. safe and deep enough for largest vessels. Depth varies from 22 to 16ft. Rise of tides-springs, 10ft; neaps 9ft. Pilotage. Vessels drawing 11ft—out, per ft 6/3; in, 6/3; 12ft—out, 11/10; in, 7/5; 13ft—out, 12/3; in, 13 or 14ft 8/4; 14ft—out, 14/4; 15ft—out, 14/7; in, 8/9; 16ft—out, 14/9; in, 9/4; 17ft—out, 15/7; in, 10/5; 18ft—out, 15/10; 19ft—out, 16/8; 20ft—out, 17/8; 21 to 25ft—out, £1 0s 6d. Towage. Vessels of 300 tons and upwards from wharves to sea, from £2 1s 8d to £4 3s 4d; from stream to wharf £2 1s 8d to £3 2s 6d.

GLUCKSTADT, Germany. (Near the mouth of the Elbe.)

Lat. 53° 51' N; long. 9° 20' E. Pop. 6,000.

Tr.—E. Oil-cake, &c. Accn. 18ft of water in outer and from 14ft to 18ft in inner harb. at HT. Charges. Cost of lighterage between here and Hamburg 2/ ton. Pilotage. 114d foot. In and out by agreement, 20/ for a vessel of 67 reg. tons.

GOA, India. Lat. 15° 30' N; long. 73° 54' E. Pop. 21,000.

Tr.—I. Piece-goods, raw silk, sugar, &c.; F. Cotton, hemp, pepper, cocoa-nuts, betel-nuts, and salt. Accn. Anchorage in 4 to 5 fms. There are 13ft on bar of river, at low water, during fine season.

GONAIVES, Hayti. Lat. 19° 25' 42" N; long. 72° 42' 52" W. Pop. About 8,000 Tr.—E. Mahogany, coffee, cotton, lignum vitæ. Accn. A fine harb. Anchorage about a quarter of a mile off the shore in 3\frac{3}{2} fms. Pilotage. About 20' in or out.

GOREE, Africa. Lat. 14° 39′ 55° N; long. 17° 24′ 20″ W.
Pop. 5,000. Tr.—I. Perfumes, soaps, wines, earthen
and glass ware, paper, &c.; E. Skins, gold dust, ivory, wax, gums,
palm oil, &c. Accn. A small harb. Can receive vessels of about
10ft dft. Pilotage. 9½d reg. ton.

GOTHENBURG, Sweden. Lat. 57° 42′ 4″ N; long. 11° 57′ 45″ E. Pop. About 90,000. Tr.—I. Coal, iron, bacon, manufactures of silk, linen, and cotton, petroleum, machinery and implements, salt, and colonial produce, &c.; E. Iron and steel ores, wood, grain, dairy produce, cattle, paper, matches, soap, &c. Accn. Has two shipbuilding yards for sailing vessels, and three for steamers, two of which have patent slips, and one a dry dock. Vessels not drawing more than 10½ ft go up along-side quays. Shears to lift 18 tons, and cranes 50 tons. Oharges. On a vessel of 162 reg. tons about £22. Pilotage. When entering to Gothenburg by Winga, and vice verse, for vessels of 86t dft., from

HANGO, Russia. (Gulf of Finland.) Lat. 59° 46' N; long. 22° 58' 8" E. Accn. Harb. has 40ft to 50ft of water, 40ft alongside mole, which runs 150yds into the harb., which the largest ships can enter. There are sheds and other conveniences

for handling cargo. No port charges.

HANKOW, China. Lat. 30° 50' N; long. 114° 0' E. Pop. Estimated at 600,000. Tr.—I. Piece goods, opium, lead, quicksilver, tin, silk piece goods, medicines, cuttle-fish, sugar, cotton; E. Tea, oil, raw silk, cotton, rhubarb, tobacco, paper, tallow, varnish, coal, charcoal, fungus, gypsum, hemp, lotus seeds, nankeens, planks, timber, opium, safflower. Accn. In winter it is not accessible to vessels drawing over 12ft; not always to those drawing over 9ft; but in the summer the largest vessels come here, Hankow is 600 miles from the sea. Charges. About the same as Canton.

HARLINGEN, Holland. (On the Zuyder Zee.) Lat. 53° 11' N; long. 5° 25' E. Pop. 10,500. Tr.—Principal I are salt, coals, raisins, soda, &c., from England, timber from Norway, wheat, linseed, hemp, tar, potash, from the Baltic, buckwheat from France; E. Butter, cheese, flax, cattle, grain, and chicory -all to England. Accn. Ships drawing 14 to 15ft may cross the bar at HT in ordinary circumstances. Charges. On a vessel of 136 tons, £17 1s. Pilotage, Inwards from sea to Harlingen, minimum 5ft, summer 9/, winter 11/34d maximum 15ft, summer £3 3s 4d, winter £4 6s 3d. Outwards from Harlingen to sea, minimum 5ft, summer, 7/, winter 8/3; maximum 15st, summer £2, winter £2 4s. On vessels of 200 reg. tons, with cargo 11ft dft, entering the Vlie in summer £3 75 4d, winter £4 45 3d; entering the Texel in summer £3 175, winter £9 165 6d. Towage. Harlingen to Blaauwe Sleuk tad, ditto Vlie 21d, ditto to Uiterton Storte Melk 31d, sea to Harlingen 4d ton.

HAVANA, Cuba, W.I. Lat. 23° 8′ 15" N; long. 82° 22' 45' W. Pop. 202,000. Tr.—I. Breadstuffs, provisions, petroleum, and cooperage stock; E. Sugar, molasses, tobacco, coffee. Accn. Vessels of largest dft. can lie close to the quays, bow on. Charges. On a ship 353 tons, with sugar home £307.

bow on. Charges. On a ship 353 tons, with sugar home £307. Pilotage. On a vessel of 353 reg. tons from Liverpool with piece goods, and outwards for Falmouth with 2,200 boxes of sugar, £10 88 4d.

HAVRE, France. (Mouth of the Seine.) Lat. 49° 29′ N; long. 0° 6′ E. Pop. About 112,000. THW. 9h 18m. Sp. rise 22ft; N. rise 18ft. Tr.—I. Chiefly cotton, wool, silk, coffee, rice, sugar, tobacco, flour, grain, petroleum, hemp, hides and skins, tea, indigo, coals, iron, ashes, tallow, saltpetre, seeds, timber, and provisions; E. Principally silk, cotton, and woollen manufactures, laces, gloves, cordials, wines, brandies, drugs, dyes, perfumery, leather, preserved fruit, glassware, trinkets, and all the fancy articles manufactured in and around the French capital. Accn. A basin or outer harb., 5 outer docks, including a small half-tide basin, communicating with the former by tidal gates, and 4 inner docks; the largest tidal gate has a uniform width of rooft; the depth of water in the basin is 32ft 2in at ST., and 25ft 7in at NT. The 9th dock, or Bassin Bellot, is now in use. The canal to Tancarville, with a depth of 11ft 4in, was opened in June, 1887. Havre is the largest of the French ports in the English Channel. Hand cranes to lift 15 tons, and steam movable cranes. Charges. On a vessel

of 500 tons with coals from England £28 4s 10d. Pilotage. Inwards:—1st, ordinary pilotage (£1 0s 9d 100 reg. tons) within 20 miles of Cape La Heve; 2nd one-third more beyond 20 miles and within 40 miles; 3rd, one-half more beyond 40 miles; 4th, one-half of ordinary pilotage from the small roads; and 5th, one-third of same inside the north pier. In bellast one-half of ordinary rates. Windbound vessels, either in ballast or loaded, one-half of ordinary rates. Steamers are always considered as loaded vessels, but they pay only one-half of the rates stipulated for sailing vessels of same reg. tonnage. Vessels under 80 tons are exempt from pilotage unless they ask for a pilot. Outwards:—1st, one-half of the inward pilotage, if the vessel is fully or partly loaded; and 2nd, one-third of same if she is in ballast or windbound. Should the pilots be required to go as far as the outlying banks, they receive an additional sum of 2/4½, and should they consent to take vessels further, their fees are to be fixed by mutual agreement. An allowance of 1½ per cent. is charged upon all pilotage rates, in behalf of the head pilot. Eng. Brokers. E. Billard, A. Farcis, V. Franque, M. Taconet. F. Bernal, Eng. Consul-General.

HELSINGBORG, Sweden. (On the Sound.) Lat. 56° 4' N; long. 12° 49' E. Pop. 16,500. Tr.—I. Colonial produce, iron, coals, manures, &c.; E. Oats, barley, wheat, oxen, pigs, sheep, butter, cheese, meat, and timber. Accn. Excellent harb, with 19ft of water, containing dry dock (276 × 44 × 16), shipbuilding yard, &c. Cranes to lift 9 to 10 tons. Charges. On steamer of 500 reg. tons, cargo in and out, £35, which does not include stevedore's fee. Pilotage. On a brig of 129 reg. tons, 11ft dft., cargo in and out £1 45 5\frac{1}{2}d; on a vessel of 200 reg. tons, with cargo in and out, in, about £1 75 1\frac{3}{2}d.

HELSINGFORS, Russia. (Finland.) Lat. 60° 9' 42" N; long. 24° 57' 47' E. Pop. 33,000. Tr.—I. Salt, colonial produce, &c.; E. Corn, fish, logs, deals, &c. Accn. The largest ships can enter the harb. Vessels drawing 14ft lie alongside quays. Repairing yards. Small cranes. Pilotage. Grahars to the roads and vice versa (summer), from £1 13s 4d for vessels of 9ft to £3 8s 7d for vessels of 18ft dft. Porkkala to the roads and vice versa (summer) from £3 9s 7d for vessels of 9ft to £7 16s 7d for vessels of 18ft dft. Winter rates 25 per cent. higher, commencing September 15 and ending May 15. Towage. Moderate, and boats always obtainable; ships find cables and ropes when being towed.

HEPPENS, Germany. Accn. 7st at NT., and 10st at ST.
Harb. only suitable for small vessels. A dock is
in course of construction, which will be capable of receiving vessels
of much larger dst. Pilotage. On vessel of 171 reg. tons, coals in,
13st dst., out in ballast; in and out of harb. 7/6.

HERNOSAND, Sweden. (Gulf of Bothnia.) Lat. 62° 36' N; long. 17° 20' E. Pop. 5,600. Tr.—I. Colonial produce, salt, brandy, coals, coke, iron, wine, canvas, cordage, &c.; E. Timber, deals, battens, boards, ore, spars, iron, and tar. Accn. Vessels of any size can enter the harb., which is one of the best in North Sweden. Charges. On a vessel 278 tons loading lumber £19 13s 10fd. Pilotage. On a vessel of \$25,000s, ballast in and cargo out, 14ft in and 18st out, in, Herno to

Hernosand 19/04; out, Hernosand to Herno 24/4. Towage. On a vessel of 425 tons, ballast in and cargo out, 14ft in and 18it out, in, £2 28 6d; out, £1 118 10/4d, as per agreement.

HIOGO, Japan. Lat. 34° 40′ N; long. 135° 14′ E. Pop. 40,000. Tr.—I. Manufactured goods, coals, and metals; E. Tea, rice, timber, tobacco. Accn. Very safe harbour, depth from 4 to 10 fms; two graving docks for vessels of 500 tons. Charges. Only customs fee £4 3s 4d. Disbursement of vessel of 1,100 tons £127 1s 8d. Pilotage. 12/6 in and 6/3 out.

HOBART TOWN, Tasmania. Lat. 42° 53′32″ S; long. 147° 22′24″ E. Pop. 20,000. Tr.—I. Manufactured goods, tools, tea, sugar, stores, &c.; E. Wool, grain, hops, sperm oil, timber, vegetables and fruits. Accn. The anchorage is good anywhere off the town in 9 to 12 fms. Patent slip. Charges. Discharging general cargo 1/ ton; ballast 1/6 ton; water 2/ ton; harb. master's fees 1d ton; light dues 6d ton. Port charges on a barque 321 reg. tons, cargo in and ballast out £22 3s 3d. Pilotage. Sailing vessels of reg. ton. The payment of pilotage inwards is compulsory, but vessels can leave without a pilot; steamers 6d ton. Pilots detained on board vessels in quarantine or otherwise delayed, 15/ per day in addition to the usual charges. The rate now shall be reduced one-half, whenever it can be proved to the Marine Board that no pilot offered himself to the vessel entering the port until such vessel had reached a line drawn from the S. point of Half-Moon Bay to Pearson's Point.

HONFLEUR, France. (At S. side of Estuary of River Scine.)

Lat. 49° 26′ N; long. o² 12′ E. Pop. 10,000.

Tr.—I. Wood from Norway, Sweden, Canada, and Germany, coals, pig-iron, cement, hemp, oats, seeds, and marble; E. Flour, barley, wheat, rye-grass, butter, eggs, oilcake, rape seed oil, acids, cattle, poultry, fruits, and vegetables. Accn. Four floating basins and one tidal harb. The entrance of the port is formed by a long wooden pier added to an old stone pier on the west, and the side of the sluice dock on the east. The harb, is supplied with powerful flood machinery, which has secured a channel deep and easy of access. Facilities for heaving down vessels, and spacious building-yards. Cranes to lift 6 to 10 tons. Charges. Port dues 1,6 ton. Pilotage. Main roads to Honfleur or to the Hoe 26 fr per 100 tons reg. Outwards, two-thirds of that sum with cargo, one-half in ballast.—Frank Lethbridge, Eng. V.C. H. Hardy, American Consular Agent. Eng. Brokers.—A. Bicheray, A. Blavit, Bunout, G. Ollivier.

HONG KONG, China. Lat. 22° 16′ 27° N; long. 114° 10′ 48° E. Pop. 120,000. Tr.—I. Coal, iron, hardware, cotton and woollen goods, liquors, petroleum, opium, sulphur, and dye woods, &c.; E. Tea, rice, camphor, silks, cassia, lignea, and other Chinese produce. Accn. The inner anchorage in Victoria Bay is 6 to 7 fms deep, and about half a mile off the shore. Victoria Town is considered the capital of the island. Six graving docks and two slips. Shears to lift 30 to 40 tons. Charges. On a vessel of 1,396 tons, cargo in and out £230 10s tod. Pilotage. £3 28 de im, and same out, irrespective of size of vessel or dft. Towage. On vessel of 1,396 reg. tons, in and out, from inside limits to Wanchu £8 68 &d.

HONOLULU, Sandwich Islands. Lat. 21° 17' N; long. 157° 55' W. Pop. 25,000. Tr.—1. Coal, manufactured goods, &c.; E. Sugar, wool, cotton, coffee, oranges, rice, hides, tallow, molasses, &c. Accn. Harb. has 22ft water on the bar at LT.; the principal port of the island of Oahu. There is a marine railway for vessels up to 1,700 tons. Charges. Lighthouse dues 12/6. Harb. master's fees for mooring 12/6. Wharfage Id ton per day. Clearance 4/2. Pilotage. Anchoring outside harbour, £3 2s 6d; do. without aid of pilot, £1 0s 10d. Towage. Barques and ships under 500 tons, £8 6s 8d; and additional £1 os 10d for every additional 500 tons.

HORSENS, Denmark. (On the Cattegat.) Lat. 55° 52' N; long-9° 50' E. Pop. 13,000. Tr.—E. Corn. tallow, bones, butter, eggs, and cattle. Acon. 13ft in the harb. Charges. Harb. dues 14d ton, in and out. Tonnage dues 64d reg. ton. Brokerage as per agreement. Charges on a vessel of 132 tons of 12ft dft. £11.

Pilotage. From Hiorno, summer 1/2½, winter 1/7½ foot; double from Endilave. Towage. To and from the roads 3½d reg. ton.

HORTA, Azores. Lat. 38° 31′ 45″ N; long. 26° 36′ 24″ W.

Tr.—I. Lumber, stores, coals, manufactured goods, and oil; E. Fruit and wine. Accn. Anchorage in 14 to 20 fms. A breakwater has been constructed. Horta Bay is at the SE, end

of the island of Fayal, HUELVA, Spain. Lat. 37° 18' N; long. 6° 52' W. Pop. 16,000. Tr.—I. Coal and coke, iron, &c.; E. Ore, wine, cork, &c. Accn. Vessels drawing 17ft can cross the bar; 16 to 20ft at LW. near the town. Cranes to lift 3 to 15 tons. Charges. On steamer of 1,000 tons burthen, coal in, ore out, £123 198 8d; on sailing vessel of 300 tons burthen, ditto, £34 98 8d. Pilotage.

on sailing vessel of 300 tons burthen, ditto, £34 98 8d. Pilotage. Sea to anchorage, 1 mast £1 8s 1d; 2 masts £1 14s 4d; 3 masts £2 08 8d; moving to and from any part in the harb., 1 mast 14/0½; 2 masts 17/2; 3 masts £1 08 4d. Anchorage to sea same rates.

1QUIQUE, Peru. Lat. 20° 13° 8; long. 70° 13′ W. Pop. 14,500. Tr.—I. Railway material, machinery, and manufactured goods; E. Nitrate of soda, copper ore, and borax. Accn. There is good anchorage in 11 fms, but landing is dangerous. The shipping and discharging of cargoes are performed by launches. Facilities for coaling are good. No resources for repairing vessels at this port. Charges. Tonnage dues 1/0½ ton. Anchorage dues 33/4 per vessel, but if to finish cargo at another port 25/. Captain of the port £6 6s. Lighterage 4/2 ton. Towage £4. Mooring £3 to £4. Pilotage. There are no regular pilots. The captain of the port (who receives £6 6s) should be the first on board to direct the ship to her anchorage.

JAFFA, Syria. Lat. 32° 3′ 14″ N.; long. 34° 44′ 45″ E. Pop. 22,000. Tr.—I. Cotton goods, dry goods, and hardware. E. Wheat, barley, wool, and fruit. Accn. Anchorage in 8 fms summer, and 10 or 11 fms in winter. Unsafe in winter.

8 fms summer, and to or 11 fms in winter. Unsafe in winter. Charges. Light dues about 21d per ton under 800 tons, half for every ton in excess. Labourage from 2/ to 2/6 per day. Disbursements of a steamer of 750 tons with cargo of grain to Marseilles. £16 35 6d. No pilotage.

JEDDAH, Red Sea. Lat. 21° 28' N; long. 39° 13' E. Pop. 22,000. Tr.—I. Corn, rice, butter, tobacco, musk, gold, civet, incense, Manchester piece goods, and from Egypt and Abyssinia, manufactures from India, and slaves from the Malay

Archipelago; E. Coffee, coral, Egyptian cotton goods, sword blades, matchlocks, cutlery, hardwares, mirrors, leather, dates and balsam. Accn. The portion of the harb, occupied by vessels is two miles in length, half a mile in its greatest breadth, narrowing in certain places to 300yds. The harb, has a depth of from 3 to 17 fms. Jeddah is the port of Mecca.

JORDAN RIVER, N.S. Lat. 43° 40' N; long. 65° 12' W. Tr.—E. Deals. Acco. Considered a safe place in the summer for vessels of 16ft dft. A breakwater has been built; it has 15ft at LT., bottom soft mud. Pilotage. No regular

pilots.

KABENDA, W. Africa. Lat. 5° 33' S; long. 12° 10' E. Pop. 10,000. Tr.—E. Ivory, honey, and wax. Accn. Harb. safe and commodious. Anchorage in 4 fms. KARREBEK, Denmark. Lat. 55° 11' N; long. 11° 39' E.

Accn. about 12ft inside the piers. Charges. Expenses of a vessel of 45 reg. tons, cargo in and out, including pilotage £3 5s. Tonnage dues 3/. Harb. dues about 8d. Pilotage. Inwards, about 91d ton.

KERTCH, Russia. Lat. 45° 15' N; long. 36° 24' E. Pop.
About 41,000. Tr.—I. Sugar, coffee, olive oil,
preserved fruits, wines, tobacco, cotton and silk goods; E. Wheat,
barley, linseed, fish, caviare, wool, hides, and salt. Accn. On the
bar of Yenikale there is 16 to 18ft of water. Pilotage. £1 6s for

har of Yenikale there is 16 to 18st of water. Pilotage. £1 6s for the voyage up and down over the Yenikale bars.

KEY WEST, U.S.A. Lat. 24° 35′ 58″ N; long. 81° 48′ 7″ W.

Pop. 13,203. Tr.—E. Salt and sponges. Accn.

Excellent harb. Pilotage. Vessels drawing 6 to 10st, 12/6 per foot; 10 to 14st, 16/8; 14 to 20st, £1 os 10d; over 20st, £1 5s.

KIEL, Germany. Lat. 54° 19′ N; long. 10° 8′ E. Pop.

About 56,000. Tr.—I. Coals, Indian corn, timber; E. Grain, slour, timber. Accn. Two sloating docks; two iron shipbuilding yards. Charges. On a ship of 270 tons, including ballast, about £16. The eastern entrance of the canal between the Baltic and North Sea will be in Kiel Bay. Pilotage. During Baltic and North Sea will be in Kiel Bay. Pilotage. During summer 1/5, winter 1/10 per foot.

KINGSTON, Jamaica. Lat. 18° 01' N; long. 76° 48' W. Pop. 40,000. Tr.—I. Manufactured goods, wheat, flour, salted provisions, manufactured and leaf tobacco; E. Rum, sugar,

coffee, dyewoods, hides, cigars, pimento fruit (chiefly pineapples, bananas, oranges, and mangoes.) Accn. Vessels of large dft. lie alongside of wharves of town, above which water deepens to 9 fms; the harb. is a large and spacious inlet running east and west, and is capable of containing any number of vessels of large size. It is an important coal depôt for steamers. Charges. Light dues 5d ton for sailing vessels, steamers, 3d. Vessels trading between the tropics, under 10ft dft. 7/6, beyond tropics 15/, 10ft and under 12ft 10/ and £1, 12ft and under 15ft 15/ and £1 10s, 15ft and under 20ft 17/6 and £1 15s, 20ft and upwards £1 and £2 respectively. Pilotage. 150 tons £4; 200, £5; 250, £6; 350, £7; 500, £8; Soo, £9; over 800 tons £10.
KOLDING, Denmark. Pop. 7,141. Accn. Harb. can only

receive vessels of 13ft, draught. Those of larger draught anchor a mile from town, in 3 to 4 fms. Charges. On a vessel of 132 tons £11. Tonnage dues 63d ton. Pilotage. Sammer 43d; winter 6d foot. Towage. 3d ton.

KONIGSBERG, Germany. Lat. 54° 42' N; long. 20° 29' F. Pop. 150,000. Tr.-I. Colonial produce. tea, herrings, iron, steel, tin, and tin plates, wines, coal, salt; E. Wheat, rye, barley, peas, oats, tares, hemp, linseed, rapeseed, flax, timber, linens, oilcake, oil, bristles, refined sugar, bones, mats, feathers, wax, hides, skins. Accn. Vessels of 2,000 reg. tons come here. Charges. Harb, dues with cargo inward or outward, about ½d ton; with ballast inward or outward, about ½d ton. Vessels of less than 60 tons pay half. Pilotage. From and to Pillau, Königsberg, or vice verså, from 10/vessel upwards according to size. Vessels under 9ft dft. are not bound to take a pilot. Masters of regular steam traders may act as pilot of their own vessels, after passing an examination at Pillau. No charge for pilotage from sea to Pillau.

KUCHING.—See Sarawak.

KURRACHEE, India. Lighthouse on Manora Point is in lat.

24° 47′ 50° N; long. 66° 58′ 15″ E. Pop.

35,000. Tr.—I. Metals, hardware, wines, spices, cottons and silks, twist and yarn, and recently much railway plant and European goods; E. Saltpetre, salt, rice, and other grains, glue, hides, tallow, oil, oil seed, salt fish, bark for tanning, raw silk, wool, madder and alkalis and indigo, cottons, also horses from Cabub and the adjoining countries. Accn. In entrance channels HWST. 29st, NT. 24 to 25st. Vessels drawing not more than 221st can enter port during all seasons; during fair season, Oct. to May 15, vessels drawing not more than 24ft can enter and leave harbour. Charges. On vessel of 1,000 tons for 14 days, loading and discharging £183 2s. Port dues 3d reg. ton per month. Pilotage. In and out of port of Kurrachee sailing vessels and steamers. (The monsoon season commences May 15 and ends Sept. 30.) From 100 to 300 tons fair season £4; monsoon season £6, and 10/ for every additional 100 tons above 300. Removing from one part of the port to another £2 10s; removing from one moor ng to another at the request of the agent or master £5; detention of pilot for ship being unprepared to proceed on the day named, £2. Towage. About 1/ ton.

KUSTENDJIE (CONSTANTA), Turkey. Lat. 44° 12' N; long. 28° 21' E. Pop. 5,500. Tr.-I. Manufactures and all kinds of colonial produce and dried provisions, iron in bars and sheets, farm implements, prints and manufactured soft goods, timber and coal; E. Wheat, barley, millet, linseed, wool, maize, and rape, cheese, fish, leather. hides, sheep, and oxen. Accn. Good harb., with every facility for loading and discharging, having a depth of water of 22ft when dredger is kept working. Vessels over 18ft cannot cross the bar. Charges. Port charges for steamers about £10. Pilotage. No pilot fees.

LA CIOTAT, France. 14 miles SE. from Marseilles. Pop. About 9,000. Tr .- I. Timber, sulphur, iron, salt; E. Anchovies, sardines, dry fruits, wine, and olive oil. Accn. Harb, formed by two moles; vessels drawing 19ft can enter. Shipbuilding is carried on. A graving dock 479ft long. Charges. On a vessel of 600 reg. tons, drawing 19ft loaded £23. Pilotage. On vessel of 600 reg. tons, cargo in and ballast out, drawing 19/1 loaded, in £2 7s 6d.

LA ROCHELLE, France. (Bay of Biscay.) Lat. 46° 9' 30° N; long. 1° 30' 55° W. Pop. 21,000. Tr.—I. Coal, iron, petroleum, &c.; E. Wines, brandy, &c. Accn. An inner harb., an interior dock, and a still larger exterior dock, outside of which is an outer port. Width of gate of exterior dock, outside of which is an outer port. Width of gate of exterior dock, 55th. A gridiron 256ft long, and ship yards. At NT. ships drawing 16½ft and at S.T. those drawing 21ft to 22ft can enter the exterior dock. This port is of very easy access, and is well situated, with a safe roadstead. Charges. Quayage 25 cents per ton. Brokerage £4 per steamer. Labour 2½½ to 3½ day. Tonnage 4½d. reg. ton. Expenses on a sailing vessel of 241 tons reg. about £26. Pilotage. Varies from £1 tos to £5 tos 104, according to dft. On vessel of 241 reg. tons, coals in and ballast out, in, 14½ft, sailing £4 4s 8d, steamer £2 2s 3d; out, 8½ft, sailing £1 tos; steamer 15½t. Eng. Brokers. Bouyé, A. Duhose, E. Mayer, L. R. Mayer.

LA SEYNE, France. Pop. 12,000. Tr.—I. Wood and iron; E. Little or nothing. Vessels not drawing more than 16 or 18ft can ascend the channel and anchor in the harb. close to the town. La Seyne is situated in the roadstead of Toulon at the end of a channel having a mean depth of 21ft. Charges. Same as at Toulon. Pilotage. See Toulon. Towage. See Toulon.

LAGOS, Africa. Lat. 6° 26′ 15° N; long. 3° 26′ 45″ E. Pop. 40,000. Tr.—I. Salt, crockery ware, bread, rice, powder, rum; E. Palm oil, palm nut oil, palm kernels, cotton, ivory, shea butter. Accn. Ships drawing 9ft can at most times enter the river. Average depth on the bar 12ft. Charges. Whanfage according to agreement. Pilotage. A pilot must be taken, who charges 10/ foot. Towage. Inwards £25, and same out for all sizes of vessels able to cross the bar, or by agreement.

LAGUNA TERMINOS, Isla del Carmen, Mexico. Lat. 18° 38′ 44″ N; long. 91° 51′ 22″ W. Pop. 3,200. Tr. (Isla del Carmen).—I. Cotton goods, crockery wares, wine, wheat, flour, &c.; E. Logwood, skins, &c. Accn. Wharves are run out from town to depth of from 13ft to 18ft, and vessels load alongside them to 13ft. Charges. On a vessel of 230 tons £44 tos 3d. Pilotage. 7/3½ foot.

LAMMOO, Zanzibar. Lat. 2° 43′ S; long. 40° 56′ 21° E. Tr.—I. Cotton goods, gum, powder, iron; E. Elephants' teeth, rhinoceri horns, gum, wax, skins, maire. Accn. Has a secure port, with anchorage deep enough for any vessel when inside. Vessels of 18ft dft. can enter the harb. at LW.; Sp. rise 11ft.

LANDERNEAU, France. Pop. About 7,000. Tr.—I. Salt, coal, iron, and steel; E. Grain, wheat, barley, oats, cheese, butter, eggs. Accn. The harb. is formed by the mouth of the river Elorn. There is 7½ft at HWNT., and 13ft at ST. The harb. can be entered by vessels of about 300 tons. Charges. Dues on a vessel of 66 tons, drawing 10ft, about £6. Pilotage. On vessel of 66 reg. tons, 114 tons burthen, drawing 10ft, Brest to Landerneau 11/1, and vice versā. If a pilot be detained after the first day he is employed, his pay is 3/2 per day. Eng. Broker. C. Caill.

LANDSKRONA, Sweden. Pop. About 9,000. Tr .- I. Coals, coke, soda, raw sugar, machinery, cattle food, &c.; E. Oats, barley, wheat, oxen, pigs, sheep, butter, deals, boards, timber, refined sugar, &c. Accn. Has an excellent harb with depth up to 35ft. Pilotage. On a vessel of 200 reg. tons, ballast in, cargo out, in, 10ft dft. 10/10%; out, 14ft dft. 17/0%.

LARNACA, Cyprus. Lat. 34° 55′ N; long. 33° 28′ E. Pop. 8,000. Tr.—E. Barley, wheat, cotton, wine; I. Manufactured goods, sugar, &c. Accn. Iron pier for discharging; depth 7 to 8ft. Anchorage from 8 to 12 fms in summer, and from 10 to 16 fms in winter. Charges. Port, health, and light dues 23d per ton.

LATAKIAH, Turkey. Lat. 35° 31′ 9″ N; long. 35° 45′ 35″ E. Pop. About 14,000. Tr.—E. Wool, sesame, barley, tobacco, cotton. Accn. Harb. formed by jetties, close to which vessels of 11st dst. can anchor. Charges. Light dues 1d

ton.

which vessels of 11st dst. can anchor. Charges. Light dues 1d ton.

LAUNCESTON, Tasmania. Lat. 41° 3′ 25°; long. 146° 48′ 15″ E. Pop. 11,000. Tr.—I. Manufactured goods, tea, sugar, beer, wine, &c.; E. Wool, oats, wheat, flour, timber, potatoes, horses, fruits, sperm oil, bark. Accn. There is a bar with generally about 14st at HW., which prevents large vessels approaching close to the town. Vessels drawing 17st or 18st can go within half a mile of the bar below the town. Floating dock. Charges. Light dues, 6d. per ton. Harb. dues 1d ton. Pilotage. Sailing vessels, 1/ ton, steamers 8d, maximum £30, minimum £5. Vessels anchoring below Georgetown charged one-third, at or above Georgetown, and below Whirlpool Reach, one-half. Towage. Vessels up to 250 tons 2/ ton, for every additional ton up to 500, 1/; for every ton beyond 500, 6d. These rates are payable to and from Launceston and the Heads.

LAURVIG, Norway. Lat. 59° 4′ N; long. 10° 3′ E. Pop. 10,000. Tr.—I. Coals, grain, ships' stores, &c.; E. Timber, deals, fish, &c. Accn. The harb, is capable of receiving vessels of any size, steamers of 2,000 tons frequently discharging cargoes of grain here. At the quny there is 18 to 24st of water. Crane to list 3 tons. Charges. Light and harb, dues, 11d. per reg. ton on all vessels with cargo, in or out; quay dues, steamers, 1°d, sailing vessels 4°d per reg. ton (net) per day. Discharging and loading cheap. Pilotage. On a vessel of 300 tons, drawing 13 to 14st, £3 12s 9d in, £2 4s 3d out. Towage. There are two small tugboats, which tow vessels at very reasonable rates.

LEER. Germany. Accn. A dock. Has an extensive ship-

tow vessels at very reasonable rates.

LEER, Germany. Accn. A dock. Has an extensive shipping trade. Vessels drawing 15ft of water may come up to this port at HT. Cranes 1 to 2 tons. Pilotage. From Emden Roads to Leer river from April 1 to Sept. 30, from 13/6 for vessels of 9st dft., to 36/ for vessels 14st dft. From Oct. to Mar. one-half additional: Towage. For vessel of 340 tons, about £9.

LEGHORN, Italy. Lat. 43° 35′ 5″ N; long. 10° 16½′ E. Pop. 94,000. Tr.—I. Colonial produce, raw and manu-

factured cotton, wool, cutlery, hardware, earthenware, salted fish, and wheat; E. Raw and manufactured silks, straw hats and straw plaiting, oil, fruits, borax, cheese, anchovies, marble, sulphur, coral, shumae, valonia, wines, rags, manure, &c. Acen. Leghorn is one of the chief seaports in the Mediterranean; the harb, has from 3 to 5 fms inside breakwater, and close to town 10 to 16st. Cranes to list 70 tons. Charges. Disbursements of a vessel of 132 tons, 12st ds., for 40 days about £25 48 3\frac{1}{2}d. Pilotage. Optional for vessels of every nation, either inwards or outwards. Rate to be received by qualified pilots is fixed at 1\frac{1}{2}d reg. ton; tonnage taken as certified by ship's papers. Pilots are bound to render assistance within the zone comprised between the Meloria Banks and the Medican or inner harb. From outside the Meloria an additional fixed rate of 15/10\frac{1}{2} is due for every vessel of whatever tonnage. If qualified pilots are required from the new harb, to the inner harb, the charge is—from 10 to 300 tons 7/11; 301 to 500, 11/10\frac{1}{2}; 501 tons and upwards 15/10\frac{1}{2}. From the new harb, to the dock—from 10 to 300 tons 11/10\frac{1}{2}; 301 to 500, 15/10\frac{1}{2}; 501 tons and upwards £1. Vessels requiring pilots outwards pay half these rates.

About 11,000. Tr.—I. Salt, herrings, wine, fruits, and colonial produce; E. Rye, cattle, hides, barley, oats, flax, eather, linseed, and deals. Accn. There are 17ft on bar, and the same inside harb. Steam crane 25 tons; hand crane 20 tons. Pilotage. On a vessel of about 210 tons £1 6s 8d. Towage. From harb. to sea or vice verst, from 50 to 63 tons £3 5s; 63 to 75 £3 11s 6d; 75 tons and upwards £4 1s 3d. Vessels employing the steamtug inwards have only to pay half these rates outwards. Under extraordinary circumstances an agreement must be made.

LICATA, Sicily. Lat. 37° 4′ 25" N; long. 13° 55 40" E. Pop. 18,510. Tr.—I. Sugar, coffee, iron, tin, earthenware, hardware, timber, salt fish, linseed oil, petroleum, paint, glass, and colours; E. Sulphur, soda, maccaroni, almonds, pistachio nuts, pulse, cotton, shumac, oil, bones, cheese, and grain. Accn. No harb. Anchorage about a mile off town in 5 to 10 fms. Charges. On a vessel of 168 tons £8 16s 8d. Pilotage, 19/9.

LINGAH, Persia. Lat. 26° 33′ 5″ N; long. 54° 53′ 47″ E.

Pop. About 20,000. Tr.—I. Coffee, candles and oil, rope, cutlery, crockery, indigo, metals, piece goods, rice, sugar, timber, and tea; E. Carpets, drugs, cotton, tobacco from the interior, canvas or sail cloth, local manufactures, salt fish, also pearls, pearl shells, turtle or tortoise shells, and shark fins from the coast of Arabia. Accn. The anchorage is in 5 fms half a mile off shore.

LISBON, Portugal. Lat. 38° 42′ 24° N; long. 9° 5′ 50° W. Pop. 280,000. Tr.—I. Hemp, flax and linen cloths from Russia, iron, steel, salt fish, timber, pitch and tar from Baltic, linen cloth, &c., from Holland and Germany, codfish from Newfoundland, corn from the U.S., silks from France, cotton and woollen goods, hardware, ale, porter, linen, coals, &c., from England; this trade is almost entirely carried on in foreign ships; E. Wines, fruits, salt, oil, wool, leather, cattle, and cork. Accn. The largest vessels can anchor in the river close to the city. Great extension of harb, works in course of construction by French contractors, MM. Hersent and Couvreaux, of Paris. Cranes to lift from 3 to 22 tons. Pilotage. For foreign or national vessels, in or out, up to 240 tons burthen 1½d ton, and on each ton in excess of 240 tons ½d ton. These rates do not include the river pilotage, which is the same for all vessels, viz.:—From Belem to the anchorage off the Custom House, and vice verse 5¼; and 3/6.

for each succeeding day the pilot is detained on board. For change of moorings in the river the charge is 5/4 for the first day's work, and 3/6 for each succeeding day, if any.

LJUSNE, Sweden. Tr.—E. Timber, deals, battens, and iron. Accn. Harb. has sufficient depth of water for vessels of 700 tons. Charges. Port dues on a brig of 150 tons £22 186 4d. Pilotage. On a brig 150 reg. tons, ballast in, cargo of 70 standard deals out, in, 94st dft. 15/04; out, 13st dft. 21/. Towage. On a brig of 150 reg. tons ballast in, cargo of 70 standard deals out, to loading berth 10/74; to sea 15/112.

L'ORIENT, France. Lat. 47° 04' N; long. 3° 31' W. Pop. About 40,055. Tr.—I. Grain, petroleum, shipbuilding materials, coal, iron, and provisions; E. Wheat, wine, brandy, liqueurs, sardines, cloth, iron, lead, silks, wax, &c. Accn. Floating dock for vessels up to 600 tons burthen and 15ft dft. at ST. The largest vessels can discharge in the harbour. Shipbuilding is carried on. There are two graving docks and a heaving-down pontoon for vessels up to 400 tons. Eng. Brokers. Civel, Kerlero du Crano.

LOUVAIN, Belgium. Pop. 37,385. Tr.—E. Potatoes, bark, iron, coals, phospate, tiles, &c. Acen. Depth 11st 4in, and breadth of sluices 26st 2\frac{1}{2}in; length 173st. Charges. On a vessel of 100 tons £7 10s 10d (coming and going with cargo); on a vessel of 100 tons only once loaded, £6 8s. Pilotage, about £1 os 7d. Towage, £2 7s 6d.

LUBECK, Germany. Lat. 53° 52' N; long. 10° 41' E. Pop. About 31,000. Tr.—I. Wine, silks, cotton, earthenware, pigments, coal, iron, colonial produce, grain, butter, tar, timber; E. Wine, spirits, coffee, sugar, and general merchandise. Accn. Large vessels can enter the port. A floating dry dock for vessels up to 1,500 tons, and two slips for vessels up to 400 tons. Pilotage. Sea pilotage from \(\frac{1}{2} \)d ton, generally by agreement.

LYNGOR, Norway. Lat. 58° 38' N; long. 9° 10' E. Tr.—
E. Ice. Accn. Harb. is small, but port is well sheltered, with a depth of water of 18ft. All kind of supplies can be obtained, and repairs executed at moderate cost. Vessels clear at Rusoer. Charges. On a ship of 138 tons, drawing 12ft, about £10 14s. Bridge money about 12d ton. Broker's fee for clearing about 21d ton. Pilotage. On vessel of 362 reg. tons, ballast in and cargo out, in 10ft £1 4s; out 16ft £1 1s 6d.

MACAO, China. Lat. 22° 12′ 45″ N; long. 113° 35′ E. Pop. About 66,000. Tr.—I. Manufactured goods, coals, rice, and opium; E. Coolies, tea, raw silk, &c. Accn. 26st at LW. close to Port San Jago, thence the soundings are 20 and 21st along the eastern shore to the town. Macao is a Portuguese settlement in China. Pilotage. 6 to 9st dst. £2 12s 1d; 10 to 18st dst. £5 4s 2d; 19st dst. £6 5s; 20 to 22st dst. £8 6s 8d.

MADRAS, India. Lat. 13° 5′ 10° N; long. 80° 16′ 29″ E. Pop. 458,000. Tr.—I. Cotton, hardware, manufactured metals, glass, books, wines, provisions, railway materials, spirits, apparel, timber, horses, &c.; E. Cotton, sugar, indigo, rice, hides, jaggery, cocoanut oil, oil seeds, pepper, &c. Accn. Ships moor in about 8½ to 9 fms in the roads. Charges. Port dues and ton, once in 90 days, if leaving and entering again within that period.

MALAGA, Spain. Lat. 36° 43′ N; long. 4° 26′ W. Pop. 150,000. Tr.—I. Coal, coke, patent fuel, firebricks, fire-clay, cotton raw and manufactured, linen, woollen, and other textile fabrics, yarns, iron, hardware, glass, china, and earthenware, salt, petroleum, fish, dye stuffs, colonial produce, butter, cheese, timber, naval stores, &c.; E. Wine, raisins, grapes, almonds, figs, lemons, oranges, olive oil, brandy, anchovies, aniseed, canary seed, barilla, grass, lead, and minerals, &c. Accn. Vessels of more than 18ft dft. should not attempt to enter harb.; 22ft at the entrance to the port, 26ft inside, and 10ft close to the town. Cranes for loading and unloading lighters. Charges. On a vessel of 893 tons 16ft dft. about £51 12s 6d. Pilotage. Inwards or outwards:—From 16/4 for sailing vessels up to 60 tons, and 14/8 steamers up to 60 tons, to £1 6s 6d for steamers of 501 tons and upwards, and £1 2s 6d for steamers of 501 tons and upwards. Inward compulsory; outward voluntary. Towage. On a vessel of 893 tons, ballast in and cargo of esparto out, 16ft dft., towage to sea £1 12s 8d.

MALAMOCCO, Italy. Pop. About 132,000. Tr.—E. Silk and silk goods, glasswares, books, and bones. Accn. Malamocco forms entrance to only passage to Venice for vessels of large dft. Vessels of 28ft can enter with safety. Charges. Moderate. Pilotage. From Pirano to Malamocco about £2. Towage. From Malamocco to Venice about £2 is 8d for vessel of 100 tons. An agreement should be made as there is no fixed tariff.

MALMO, Sweden. Lat. 55° 37' N; long. 13° E. Pop. 46,000. Tr.-I. Coal, colonial produce, manufactured goods, cotton, chemicals, ore, herrings, salted fish, manures, cement, wool, &c.; E. Grain, timber, cattle, brandy, flour, butter, cheese, &c. Accn. Inner harb. formed by moles. The bar and harb. have 19ft of water, and there is a dock 212ft long, where vessels of 17ft dft. can lie alongside the moles. Malmo is situated on the Sound almost opposite Copenhagen. There is a graving dock 200st long, and a patent slip 400ft long, for vessels up to 1,700 tons, in the port. Charges. Light dues, about 31d for all classes of vessels; harb. dues 12d ditto; load money 12d ditto. Pilotage. For a vessel drawing 10ft 10/102, 11ft 12/6, 12ft 13/112, 13ft 15/5, and so on. Towage. From the harb, to the last buoy in the roads, and vice versa, by the steamer Active, which is only obtainable when not engaged in towing mud lighters:—From 11/81 for a ship of 64.51 tons to £1 188 4d for a vessel of 483.84 tons. When steam is not up and special firing is necessary, the charge is increased by 5/32d. The ship being towed has to provide necessary cables and ropes. Towage for greater distance outside the roads must be separately agreed upon with the harbour-master.

MALTA (VALETTA). Lat. 35° 54′ N; long. 14° 31′ E. Pop. 31,000. Tr.—I. Cotton, coals, woollens, coffee, clothing, sugar, linens, dried fish, iron, beer and ale, indigo, butter, earthenware, &c.; E. Olive oil, ivory, cotton, silk, grain, and oranges. Accn. Safe and commodious harb., with sufficient water for largest vessels afloat. Ships of any size can lie alongside quays. A dry dock and pontoon capable of lifting vessels of 3,000 tons reg. Charges. Tonnage dues 3d ton. Steamers are exempt from tonnage dues, but pay port dues, whether cargo is discharged or not, £1 each, up to 400 reg. tons, £2 up to 800 tons, and £3 above that tonnage. Discharging 6d to 8d ton. Pilotage. Inwards: 100 tons

burthen 8/0; 101 to 150, 12/; 151 to 250, 16/; 251 to 350, £1; 351 and upwards, £1 5s. Outwards, half above rates. Pilotage of a vessel between the Great and Quarantine harb., two-thirds of above rates. Pilots on board vessels subject to quarantine are entitled, if victualled, to 1/8, if not victualled to 2/8 per day, exclusive of pilotage charges. Towage. Towing lighters from one harb. to the other and back 10/; boat and men 1/6; towing same from shore to steamer or dock and back, in any of the harbs. 16/6. These charges are made when there is more than one lighter.

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MANILA, Luzon, Philippine Islands. Lat. 14° 36' N; long.
120° 54' E. Pop. About 300,000. Tr.—I. Cotton
fabrics, silks, woollens, drugs, clocks, jewellery; E. Sugar, hemp,
cordage, tobacco, cigars, indigo, cotton, coffee, rice, leather, dyewoods, rum, wood, mother-of-pearl, tortoiseshell, &c. Accn.
Vessels drawing not more than 12ft can load and discharge alongside
the quay. There is a patent slip 82oft by 36ft by 26ft. Manila is
the capital of the Spanish possessions in the East. Charges. Port
and light dues 4d ton. Pilotage. According to agreement, say £1
to £2.

MARACAIBO, Venezuela. Lat. 10° 38' N; long. 71° 42' W.

Pop. 20,000. Tr.—E. Coffee, &c. Accn.

The harb. is deep enough to contain the largest vessels; but, owing to the bar closing the Gulf of Venezuela, only vessels of a limited dft. can go there. There is a depth of water on the bar from 12 to 14ft, but no vessel should draw more than 12ft. Inside the harb. there are 5 to 7 fms of water close to the town.

Charges. Tonnage dues with cargo 2/1 in or out. Light dues 3d ton. Clearance 10 8s 4d in and out. Doctor's visit 12/6. Bill of health 12/6. Pilotage. On a vessel of 230 tons reg., with general cargo in and cargo out of divi-divi and fustic, inwards, £6 10s; to the coast £1 13s 4d. Towage. In, 6½d ton reg.; out, 4/2 ton reg., including pilot.

maranham, Brazil. Lat. 2° 31' S; long. 44° 18' W.

Pop. 31,000. Tr.—I. Cotton stuffs, linens, woollens, silks, flour, wines, coal, iron, &c.; E. Cotton, rice, sugar, hides, ginger, ipecacuanha, &c. Accn. The harb. has from 13 to 24ft at LW. The bar has only 13ft at LW. Charges. On a schooner 134 tons cargo, in and out, drawing 11ft, £169 6s 6d. Cotton, pressed bales, one milreis each; unpressed do. 400 reis each. Pilotage. Irrespective of size of vessel or dft. of water £8 16s.

Pilotage. Irrespective of size of vessel or dft. of water £8 16s.

MARSALA, Italy. Lat. 37° 47′ N; long. 12° 25′ E. Pop.

About 30,000. Tr.—I. Chiefly procured from
Palermo, principal imports direct, staves, hoop-iron, and coals.

Accn. A large and spacious harb. Depth of water varies from
12 to 15ft. Charges. On vessel of 142 tons, for 14 days
£13 55 7d. Pilotage. On a vessel of 142 reg. tons, ballast in
and cargo out:—Pilotage in and mooring, or out and unmooring,
£1 115 9d.

MARSEILLES, France. Lat. 43° 17' 49' N; long. 5° 22½' E. Pop. About 360,000. Tr.—I. Oil seeds, raw sugars, cotton, wheat and grain; E. Silk fabrics, wines, brandies and liquors, woollen and other stuffs, madder, oil, soap, colonial produce, and refined sugar. Accn. Five docks. Four spacious docks in the new port, and one floating dock in the old harb. for receiving sailing vessels up to 500 reg. tons. The approximate depth of water in the various docks is: Old port 19ft 8in; Johiette

22st 11in; Lazaret 27st; Arene 27st 10in; Gare Maritime 29st 6in; Gare Nationale, at the quay side 22st, and at the mole side 60st. Good and ample accommodation for vessels, and large warehouses. Charges. Ballast according to agreement. Port charges for a vessel of 141 tons £10 10s. Tonnage dues 4\frac{3}{2}d reg. ton. No port or dock!dues. Health dues 1d ton. Demurrage 4\frac{3}{2}d ton per day. Pilotage. First line inwards 3\frac{1}{2}d reg. ton, second ditto 2\frac{3}{2}d; outwards 1\frac{1}{2}d; 2d ton inwards and 1\frac{1}{2}d outwards. Should the pilot be taken on board 6 miles off the port, the full charge is made; if only 2 miles, one-fourth less; and three-fourths less if he comes on board at the entrance. Cranes to lift 25 to 40 tons. Towage. On vessels from ports over the ocean 9\frac{1}{2}d reg. ton. Eng. Brokers. Alexander, E. Allard, M. Audibert, J. Barry, A. Bonnet, E. G. Feisch, W. Carr, F. Gutman, C. Saunier, E. Tholezan.

MARSTRAND, Sweden. Lat. 57° 54' N; long. 11° 35' E. Pop. 1,269. Tr.—I. Coal, salt, dry goods, &c.; E. Grain, deals and lumber. Accn. Harb. has 25 to 50ft of water inside. Pilotage. Free when pilot is not employed, but when employed from April 16 to Sept. 16, in 10 Swedish ft, 11s 11½d; 15, £1 os 11½d; 20, £1 11s 1½d. About 20 per cent. more from Sept. 16 to April 16.

MARYBOROUGH, Queensland. Lat. 25° 23′ S; long. 154° 45′ E. Pop. About 10,000. Tr.—I. Consists of almost every description of British and foreign manufactured goods, besides wines, spirits, tea, coffee, tobacco, cigars; E. Gold, copper, antimony, timber, wool, tallow, hides, sugar, molasses, rum, &c. Accn. Vessels drawing 14ft can reach the town vid Wide Bar Bay. Pilotage. From 6d ton; minimum £3. Foreign-going steamships (not being intercolonial trade vessels) whilst on a foreign voyage, but not carrying cargo coastwise, a remission of customary pilotage dues, except in respect of an amount equal to 1/ ton on all cargo landed and shipped.

MATAMOROS, Mexico. Pop. 13,740. Tr.—I. Manufactured goods, wines, oils, &c.; E. Specie, hides, wool, and horses. Accn. Average depth on bar 5ft. Oharges. On a vessel of 124 tons, £67 7s 10d. Tonnage dues 4/3 ton.

MATANZAS, Cuba. Lat. 23° 03′ N; long. 81° 37′ W. Pop. 40,000. Tr.—I. Provisions, petroleum, coal, cooperage, stock, &c.; E. Sugar, molasses, honey, &c. Accn. The port is sheltered from all winds, except those from ENE., when a heavy swell comes in. On the bar are 4 to 6 fms of water. Tides rise from 1½ to 2ft. Anchorage, in good holding ground in mud, in from 16 to 24ft. Only 8ft of water being at the wharves, vessels receive their cargoes by means of lighters. Charges. Custom House fees £2 10s, tonnage dues 5/7½, health dues £1 15s 5d, Port Warden's charges 17/8, discharging ballast 2/1 per ton, ballast, sand, 4/2, stone 6/3, f.o.b. 8/4 per ton. Pilotage. (Compulsory.) In and out 4d ton.

MATARO, Spain. Lat. 41° 32′ N; long. 2° 28′ E. Pop. 17,405. Tr.—I. Coals; E. Red wine and brandy. Accn. Good anchorage in 4 fms. Charges. On a versel, about £5.

MAZAGAN, Morocco. Lat. 33° 16' N; long. 8° 26' W. Pop. 11,000. Tr.-E. Maize, beans, peas, and cotton. Accn. Safe anchorage in 6 fms. Charges. On a vessel of

360 tons, £11 3s 4d.

MAZATLAN, Mexico. Lat. 23° 12′ N; long. 106° 24′ W.

Pop. 14,500. Tr.—I. Provisions, machinery, British hardware and crockery, dry goods from France and Germany; E. Silver dollars, Brazil or Lina wood, and copper. Accn. Depth of water 12ft on bar, and 18ft inside; rise of Sp. 15ft to 18ft; N. 3½ft to 5ft. Mazztlan is an important harb. on W. coast of Mexico. Charges. Tonnage dues 4/2 ton loaded, in ballast free, at merchant's expense. Pilotage. 7/3½ foot, and £1 os 10d for the assistance of a boat.

MAZZARA, Sicily. Pop. 13,500. Tr.—E. Corn, pulse, linseed, wine, fruit, fish, barilla, madder, oil, and Accn. Large vessels anchor in 10 fms. Charges. On a

ressel of 193 tons, about £18 7s 6d.

MELBOURNE, Victoria. Lat. 37° 49′ 5″ S; long 144° 58′ S. Pop. 192,000. Tr.—I. Manufactured goods of all kinds, machinery, railway materials, petroleum, naval stores, lumber, tobacco, &c.; E. Wool, gold, coal, metals, tallow, grain, preserved meats. Accn. Vessels of 11st dst. at ordinary tides and frequently those of 16st dft. can ascend as far as Melbourne. Pilotage. For sailing vessels and steamers under sail, from 21d ton, maximum £7; minimum £1 10s. For steamers and vessels towed by steam 14d ton, maximum £5; minimum £1 10s according to distance. Outports as follows: Port Albert—sailing vessels 3d ton, maximum £24, minimum £3; steamers 2½d ton, maximum £16, minimum £2 10s. Portland Bay—sailing vessels, 2½d ton, maximum £16, minimum £2; steamers 1½d ton, maximum £11, minimum £1 10s. Vessels forced back after pilotage to sea } above rates. Cranes to lift I to 50 tons. Towage. River towage: All vessels, except steamers, 200 tons and under 1/ton up, 6d down; above 200 tons, for first 200, 1/ ton up, 6d down; for every ton above 200, 8d ton up, 4d down; steamers, 200 tons net and under £7 7s each way; over 200 tons net, for every 100 tons or part of 100 (extra) £1 is each way; attendance on steamers, steaming up and down between bay and junction, wharf and junction, or vice versa, half full rates; all vessels, except steamers, light for docking purposes, from wharf to SW. river or Williamstown docks or slips, or from bay to SW. river, or river docks or slips, half full rates; extra rate for docking in SW. river or road, down 2d ton. Bay towage: Coasters, 200 tons and under £1 11s 6d, over 200, 2d ton each shift; foreign vessels, 500 tons and under £4 4s, over 500 and under 1,200, 2d ton each shift, over 1,200, per agreement; steamers, 200 tons net and under £3 3s, above 200 (for every 100 or part of 100) 10/6 extra; lighters £1 10; each shift. Heads and Geelong: Foreign vessels, 400 tons and under, £20, above 400 tons, for the first 400, £20, for every additional ton to 2,000, 6d, over 2,000, per agreement. Upon all foreign vessels cleared out with sand or stone ballast only, a reduction of one-fifth on the full rates is made. Towage to Geelong same as to Heads; from Geelong to Heads ditto, with £2 10s extra when proceeding to Geelong Light. All these rates are for fair weather; are exclusive of the use of hawser; for sailing vessels are on the gross reg. tonnage; and for steamers on the net reg, ton. Heads rate is for a fair offing outside, including one tide's detention if necessary. If the steamer is discharged inside, no allowance will be made. If more than one steamer is engaged, an additional half-rate will be charged for every additional steamer.

Discount of 5 per cent, for cash,

MEMEL, Germany. Lat. 55° 43' 40" N; long. 21° 9' E. Pop. 20,000. Tr.-I. Colonial produce, salt, herrings, dyewoods, tobacco, coals, &c.; E. Corn, wood, hemp, amber, flax, bristles, nails, hides, linseed, wax, pitch and tar. Accn. Average depth on the bar is stated to be 19ft 10in. Charges. On a vessel of 140 tons about £7; steamer 730

tons £75. Pilotage. River pilotage about 81d per ton.

MESSINA, Italy. Lat. 38° 11′ 30″ N; long. 15° 34′ 31″ E.

Pop. 80,000. Tr.—I. Cotton and woollen manufactures, colonial goods, coals, hides, iron, copper, corn, and grain. Accn. Deep water throughout harb., and large vessels can load and unload close to quays. Width of entrance 500yds. This port is most secure and commodious. Charges. Anchorage dues tod ton. Brokerage 2%, commission 3%. Pilotage. Up to 100 tons 19/9; 101 to 200, £1 78 8d; 201 to 300, £1 158 7d; 301 to 400, £2 78 6d; 401 to 500, £2 19s 4d; over 500 pay dd ton additional to the £2 198 4d.

MIDDELBURG, Holland. Lat. 51° 32' N; long. 3° 39' E. Pop. 17,000. Accn. Vessels of 300 reg. tons can reach the town and moor alongside the quays. There is a graving dock 410ft in length. Charges. On vessel of 115 tons drawing 111ft £19. Pilotage. On vessel of 115 reg. tons, cargo in and ballast out, 111ft dit. loaded, from sen, winter rate £3 125, out

30/. Summer rate one-third less.

MILAZZO, Sicily. Lat. 38° 13' 20" N; long. 15° 14' 30" E. Pop. 14,207. Tr.—I. Grain and coal; E. Wine, fruit, red argols, corn, and olive oil. Accn. Vessels drawing 19ft can enter harb. Charges. On a vessel of 100 tons about £15, including harbour dues. Pilotage. 20/ for every 100 tons.

MINATITLAN, Mexico. On the River Coatzacoalcos. Lat.

(mouth of river) 18° 4′ N; long. 94° W. Pop.

1,000. Tr.—I. Flour, lumber, liquors, provisions, &c.; E. Mahogany, fustic, cedar, hides, and indigo. Accn. Vessels anchor or make fast to posts along the shore. The river below the town is navigable for large vessels, but the entrance is obstructed by a bar of hard clayey substance, over which vessels drawing only 10 to 11ft can pass. The bar does not shift, and the sea breaks heavily on it during northerly gales. Charges. Wharfage 5d per ton, and 25% extra, lighthouse dues £5. Pilotage. 7/3 per foot inward,

and the same outward for the bar; there is also £2 10s. for going up the river, and the same down. For use of pilot's boat £2 10s.

MIRAMICHI, N.B. Lat. 47° N; long. 65° 19′ W. Tr.—E.

Lumber and preserved salmon. Accn. There is 21½ to of water over the bar at ST. Vessels of that dft.

can lie in the river with perfect safety in the best anchorage. Chatham, one of the principal towns on the S. hand. age. Chatham, one of the principal towns on the S. bank of river, has a Pop. of 6,000. Vessels drawing 21ft can safely load there. Charges. On vessel of 528 reg. tons drawing 17 to 18ft £84. Pilotage. Inwards 9/4½ foot, outwards 7/3½ foot, if drawing less than 17ft, and 8/4 if drawing 17ft and upwards. For the removal of any ship or vessel, and seeing such ship or vessel

properly secured and moored, the following rates, viz.:-6/3 for vessels not ex. 100 tons; 8/4 for vessels 100 tons and not ex. 200; 12/6 for vessels over 200 and not ex. 300; and 16/8 for all vessels over 300. And where the distance of removal ex. 4 miles, 50 % additional is allowed on the above rates, and after the 1st Nov. in each year any pilot taking out any ship or vessel is entitled to demand and receive the sum of 16/8 in addition to the above rates, provided that such pilot shall have taken such ship or vessel clear to sea, leave her without causing any unnecessary delay, and without the ship or vessel having to land such pilot. Towage. From the Horseshoe, and between that and Robicheau Buoy to Chatham from £5 12s 8d for under 300 tons to £19 11s 4d for 1,000 to 1,200 tons; between Robicheau Buoy and Napau Bay to Chatham from £4 15s 10d for under 300 to £16 13s 4d for 1,000 to 1,200 tons; between Napau Bay and Chatham £3 15s to £13 2s 6d respectively; from Chatham, outside the bar, £7 10s to £22 18s 4d respectively; Black Brook to Douglass town 11d ton; from Black Brook to Newcastle or Nelson 2d ton; from Middle Island to Douglass town 1d, to Newcastle or Nelson 11d ton.

MOBILE, U.S. Lat. 30° 13′ 48″ N; long. 88° 0′ 25″ W. Pop. About 45,000. Tr.—I. Salt, coffee, &c.; E. Cotton, timber, naval stores, &c. Accn. Vessels of 20ft dft. can always cross the bar; those of 16½ft dft. can reach the wharves at the city. Pilotage. Lower bar, in and out, 4 to 10ft dft. 10/6½; 10 to 12ft dft. 11/3½; 12 to 14ft dft. 12/8½; 14 to 20ft dft. 19/ foot. Upper bar, in and out, by way of Choctaw Pass, 7/3½ foot. Pilotage not compulsory. If spoken by pilots on arriving and departure, and not wanted, only half pilotage is collected; if not spoken, there is nothing to pay. Towage. £2 2s 3½d to £10 11s 5½d, as per dft.,

and contract; on loaded ships to sea 4d to 5d ton.

MOGODAR, Morocco. Lat. 31° 50′ N; long. 9° 20′ W. Pop. 20,000. Tr.—I. Woollen and cotton stuffs, tea, hardware, mirrors, linens, tin, iron, copper, steel, earthenware, glass, sugar, pepper, provisions, beer, &c.; E. Wool, guns, hides, goat skins, feathers, gold dust, esparto, almonds, beeswax, ivory, olive oil, dates, maize, beans, peas, &c. Accn. Anchorage about a cable-length off in 10 to 13ft, which is sheltered by the island. Large vessels anchor outside. Charges. Anchorage.—Under 50 tons, 4/; 50 to 100. 8/; 100 to 150, 12/; over 150. 14/. Pilotage. Ships regularly visiting the port and knowing the anchorage pay no pilotage; strangers pay. Sailing vessels, any tonnage, in and out, pay 35/, or half that amount for entrance only; steamers about £2 tos each way; stevedore 2/6.

2 10s each way; stevedore 2/6.

MOMBAZA, Zanzibar. Lat. 4° 04′ 00″ S; long. 39° 43′ 9″ E.

Pop. About 3,000. Tr.—I. Glasswares, cotton goods, copper, iron, &c.; E. Ivory, horns, skins, wax, gum, copal, &c. Accn. The port has sufficient water for vessels of 30ft dft. The Sp. rise about 11ft. Has an inlet about two cables wide.

MONTE VIDEO, Uruguay. Lat. 34° 53′ 15″ S; long. 56° 14′ 15″ W. Pop. 110,000. Tr.—I. Cotton and woollen fabrics, hardwares, boots and shoes, wine, tin, rice, salt, beer and ale, coals, silks; E. Wool, hides, sheepskins, tallow, grease, horsehair, beef, extract of beef, bones and bone ash, horns, wheat, &c. Accn. The harb. has a depth of 9 to 14ft; mud bottom. The anchorage for large vessels is about 2 miles S. of San José

Point, in 22ft water. Vessels may anchor farther in as convenient, and those of light dft. in the inner anchorage, or harb. proper, in 9 to 14ft water. Dry docks—Cranes to lift 10 tons, and shears 50 tons. Charges, 2d to 5d ton. Extra during time of loading and unloading (4/2 day). Light dues 2d ton. Pilotage. From Monte Video to Buenos Ayres:—From £12 10s to £45 16s 8d according to dft.

MONTREAL, Canada. Lat. 45° 31′ N; long. 73° 33′ 15″ W. Pop. About 150,000. Tr.—I. Coal, iron, wines, W.I. goods, and general merchandise; E. Grain, lumber, phosphates. Accn. A perfectly safe harb., lined with wharves. The ship channel has a depth of 25st at ordinary low water. Charges. On a vessel of 628 tons about £565. Tonnage dues, steamers d reg. ton per day; sailing vessels ‡d. Wharfage about 2/ ton. Pilotage. From the harb. of Quebec to the harb. of Montreal or to any place above Sorel and below the harb, of Montreal:-For any vessel in tow or propelled by steam (except as hereinafter mentioned) for each foot dit, upwards 8/4, downwards 8/4; for any seagoing vessel propelled by steam, for each foot of dft. upwards 10/5, downwards 10/5; for any vessel under sail, for each foot of dit. upwards 17/6, downwards 11/8. From the harb, of Montreal to Sorel, or to any place above Sorel and below Hochelaga, and from Sorel, or any place above Sorel, to the harb. of Montreal, for each foot dft. for each such pilotage upwards 4/2, downwards 4/2. For the removal of any vessel from one wharf to another within the limits of the barb., or from any of the wharves into the Lachine Canal, or out of the said canal to any of the wharves in the harb, or from the foot of the current; or from the Longueuil into the harb.; or from the harb, to the foot of the current, or to Longueuil, for each such service, £1 os 10d. Pilots shall be paid for all fractional parts of a foot of dft. pro rata to above tariff. Pilots shall be paid for the pilotage of any vessel coming up or going down part of the distance in tow, and part under sail, proportional rates of the foregoing tariff, according to the distance made in tow or under sail. Towage. Minimum 150 tons, 9ft dft. 2/6 ton; maximum 1,600 tons, 22ft dft. 1/91 ton. Vessels taken in tow from the Batiscan Church at Pointeaux-Trembles, or any intermediate place above the said Pointe to Montreal pay one-third the full towage. Downward one-half of upward rates.

MORETON BAY, Brisbane, Queensland. Lat. 27° 2' 17"

S; long. 153° 29' E. Pop. 33,000. Tr.

I. General merchandise, iron, machinery; E. Sheep, wool, tallow, hides, pressed meats, gold, tin, copper, and coal. Accn. Vessels drawing 19ft to 20ft can pass up and down the river by night or day. Brisbane is about 16 miles from the entrance of the river. Charges. 1/6 per ton on cargo or passengers landed or shipped. Commissions on freight or charter procured or passage money collected 5 per cent. Ship's disbursements and outfit, when not in funds, 5 per cent. Stone ballast put on board 3/6 ton, sand ballast put on board 2/6 ton, stowing 1/ ton for general cargoes. Water put on board alongside the pier 4/ ton. Dues and charges on a vessel of 1,199 reg. tons, with 1,000 tons cargo and 400 emigrants, inwards, ballast out, £451 6s 6d. Pilotage. Inwards, outwards, 3d. Towage. On a vessel of 765 tons, from bay to town, £38 5s, town to bay £28 13s 9d.

MORLAIX, France. Lat. 48° 38' N; long. 3° 47' W. Pop. About 13,000. Tr.—I. Coal, clay, earthenware; About 13,000. Tr.—I. Coal, clay, earthenware; E. Barley, pork, butter, &c. Accn. A floating dock. At HW. the depth of the entrance of the dock is about 15ft. The dock is about 10 miles up the Morlaix river. There is a graving beach 164st in length. Cranes to lift 1 to 2 tons. Charges. On a vessel of 85 reg. tons, ballast in, cargo out, drawing 10st loaded, about £5. Broker's charge on inward cargo 3 per cent. on amount of freight. Pilotage. From sea to Morlaix 4d ton. On vessel of 85 reg. tons,

ballast in, cargo out, drawing 10ft, loaded, in £1 1s 8d, out £1 8s 6d. Eng. Brokers. B. Bastide, J. Le Despensier.

MOSS, Norway. Lat. 59° 27′ N; long. 10° 40′ E. Pop.
7,000. Tr. (Only exports).—E. Wood and salt.

Charges. On vessel of 138 reg. tons, drawing 12ft, about £10 15s. Pilotage. On vessel of 138 reg. tons, ballast in and cargo out, 12ft dft., loaded, in to Verlebugt (summer) £2 58 6d; out (sum-

mer, 15/6. Crane to lift 10 tons.

MOULMEIN, India. Lat. 16° 3′ 0′ N; long. 97° 42′ E. Pop. about 60,000. Tr.—I. Cotton goods, marine stores, and cocoanuts; E. Teak, rice, shellac, betelnut, ivory, sapan wood. Accn. There is no want of water in channels; ships drawing 23ft can enter during ST. at any time of year. A dry dock and patent slip. Charges. The disbursements of a vessel of 500 tons about £250. Vessels supply themselves with water from the river. Pilotage.—

Dft of water. Minimum, below and up to 8ft. 2-5ths. Full. 1-5th. 3-5ths 4-5ths. Maximum, 25 to 26ft £13 48 £26 8s £39 125 Intermediate portions of a foot to be regulated as follows: 3in and under no addition; between 3 and 9in the medium between the two rates; above gin the dft. of the next foot to be taken. Vessels taking steam aid to be charged 2-3rds of the rate for sailing vessels. Steamers under 15ft, half the rate of sailing vessels, above 15ft, 3-5ths of such rate. Vessels not taking licensed pilots, and above 100 tons, will be charged by Government at the rate of 11d reg. ton. The charge for shifting a berth in the port, or removing a vessel, is 50/. Vessels that call for orders, or put into Amherst in distress, and proceed in and out without a pilot, shall be exempt from pilotage. A pilot may be detained 24 hours after arrival off town without demurrage. The pilotage distance is divided into fifths for charging broken or intermediate pilotage; but the least sum payable to a pilot for taking a vessel in or out of Amherst is £2 10s.; outside Patch Buoy to New Channel 1-5th; New Channel to Fishing Village 1-5th; Fishing Village to Halfway Creek 1-5th; Halfway Creek anchorage to Natmoo anchorage 1-5th; Natmoo anchorage to Moulmein 1-5th. Towage. Under 15ft dft. £30, and £10 extra for every additional foot of dft.

Africa. Lat. 15° 4′ S; long. 40° 44′ E. Pop. About 7,000. Tr.—I. Cotton goods, MOZAMBIQUE, Africa. beads, brass and copper wire, bar-iron, dry goods of every description, guns, powder and lead, hardware, wines, spirits, beer, preserved meats, fruits, vegetables, French tiles and bricks, cattle from Madagascar; E. Ivory, indiarubber, oil seeds, cowries, columba root, and gum copal. Accn. Vessels drawing 25st may enter the harb., but the space is limited. Charges. Tonnage dues about 9d ton, health officer, &c. Pilotage. About 2d ton.

MUSCAT, Arabia. Lat. 23° 27½' N; long. 58° 35½' E. Pop40,000. Tr.—I. Almonds, aloes, rice, sugar, coals,
gum ammoniac, nitre, gum copal, assafætida, frankincense, ivory,
horns, hides, wax, British and Indian cotton goods, shawls, and
china manufactures—most of these are re-exported to India and the
East; E. Dates, wheat, hides, asses, horses, salt, coffee, pearls,
raisins, sulphur, and drugs. Accn. Anchorage in 3 to 5 fms about
2 cable lengths from the landing pier. There is a cove which is
well sheltered and has deep water in which vessels can moor.
Charges. Moderate. Pilotage. On an American ship of 1,140
tons coming to Muscat with a cargo of coals and leaving in ballast,
inward, 21/.

MUSQUASH, N.B. Lat. 45° 9′ N; long. 66° 15′ W. Tr.— E. Deals. Accn. Entrance about a mile wide. Vessels of 20ft dft. can go in and out, and lie afloat loading in berth at all times. Charges. By agreement. Pilotage. (Compulsory.) In 7/3, out 4/2.

NAGASAKI, Japan. Lat. 32° 44′ N; long. 129° 48′ E. Pop100,000. Tr.—I. Manufactured goods, iron, sandal
wood, lead, and various articles of merchandise, except munition
of war, which can only be sold to the Japanese Government and to
foreigners; E. Tea, grapes, sulphur, isinglass, paper, coal, vegetables, wax, gall nuts, copper, dried fish, sea slugs, seaweed, peas,
beans, camphor, crockery, planks, rape seed, tobacco, and rice,
Accn. The port is large and commodious, and available for ships
of all classes. A graving dock, 374 × 77 × 25ft, for vessels up to
1,200 tons, and a patent slip for vessels of 1,000 tons. Shears to
lift 45 tons. Pilotage. Inwards 12/6 foot, outwards 6/3. Towage.
No tow-boats, but small boats (sampans) perform this service in
moderate weather. The cost of 40 sampans, sufficient to tow a
1,000-ton ship, is £2 10s to £3 2s 6d.

NAKSKOV, Denmark. Tr.—I. Manufactured goods, coal, iron, wine, timber, colonial produce, salt, manures, feeding stuffs; E. Grain, especially wheat and barley, flour, butter, eggs, cheese, wool, hides, cattle, sheep, and pigs. Accn. 14ft in the fairway of the fiord leading up to the harb., and 14ft inside (Danish). Nakskov is on the W. coast of the Isle of Lolland. Charges. Government dues uniform for all Danish ports, about 6d per reg. ton. Harb. dues about 1½d per reg. ton in ballast or loaded. Pilotage. From sea to harb. or vice versd:—From April 1 to Sept. 30, 1/2½ foot; from Oct. 1 to March 31, 1/½ foot; from Albu to the harb. and vice versd, from April 1 to Sept. 30, 11d; from Oct. 1 to March 31, 1/2¾ foot. Pilot's travelling expenses back, 8d Danish mile.

NAMSOS, Norway. Lat. 64° 30′ N; long. 11° 30′ E. Tr.—
I. Coal, salt, and grain; E. Deals, battens, boards, mining timber, and herrings. Accn. Depth of water varies from 10 30 fms; good anchorage close to the town. Vessels can easily be repaired. Charges. About 5d reg. ton. Light dues, 5d per fon, when loaded; no dues in ballast. Coals about £1 per ton. Provisions are cheap. Pilotage. The distance from Namsos to the sea is about 28 miles. Pilots can always be had at Villa-Oe Lighthouse. Inwards (summer) 3d reg. ton, outwards 2½d; inwards (winter) 4d, outwards 3d. Towage. A steamtug can be obtained.

NANAIMO, British Columbia. Lat. 49° 10′ N; long.
123° 56′ W. Tr.—E. Coal, lumber, furs, skins,
salmon; I. Beef and mutton, cereals, manufactured goods. Accn. Every convenience for loading coal; a ship of 1,000 tons can be loaded in a week. Charges. Vessels under 200 tons 6/3, under 300 tons 8/4, under 400 tons 10/6, under 700 tons 16/8, over 700 tons 21/. Towage from Nanaimo to Royal Roads: minimum, 500 tons £17 18s 4d; maximum, 1,200 tons £125. Wellington Collieries 3 miles N. of Nanaimo.

NANKIN, China. Lat. 32° 02′ N; long. 118° 24′ E. Pop. About 500,000. Accn. Vessels drawing 20st can

ascend as far as this port. Nankin is 235 miles from the sea.

NANTES, France. Lat. 47° 14′ N; long. 1° 30′ W. Pop.

122,000. Tr.—I. Coal, pig-iron, sugar, coffee, NANTES, France. Lat. 47° 14′ N; long. 1° 30′ W. Pop. 122,000. Tr.—I. Coal, pig-iron, sugar, coffee, cotton, indigo, timber, hemp, cord, oil, pitch, guano, &c.; E. Brandy, potatoes, buckwheat, sardines in oil, flour, refined sugar, salt, wheat, charcoal, pit-props, &c. Accn. Vessels drawing 14ft 10in can proceed to the quay. Those above 16ft dft. should not attempt to ascend to Nantes. A floating dry dock 158ft long, and pontoons for large vessels. Charges. Port charges for steamer of 324 tons about £44. Pilotage. On vessel of 144 reg. tons; inwards, with a cargo of 243 tons coals from Sunderland, outwards in ballast, in, 12ft dft., out 7ft; sea to Paimbœuf £5 10s; Paimbœuf to Nantes £1 18s; Nantes to Paimbœuf £1 14s; Paimbœuf to Four £12s 4d. When vessels are towed up, one-fourth less is charged. Towage. If required, 9½d ton inwards. Eng. Brokers. De Gonfreville, L. E. Joubert, R. Le Houelleur, A. M. Maillard, A. Manjot, A. M. Moyan, P. Seguineau.

NAPLES, Italy. Lat. 40° 50′ 19′ N; long. 14° 15′ 36″ E. Pop. About 508,000. Tr.—I. Manufactured goods, colonial produce, petroleum, coal, iron, machinery, cotton yarns; E. Gloves,

produce, petroleum, coal, iron, machinery, cotton yarns; E. Gloves, soap, perfumery, silks, artificial flowers, corals, earthenware, hats, olive oil, wool, wine, brandy, green fruit, and dry fruits. Accn. 3 to 4 fms inside harb., which is protected by a double mole. A graving slip 247½ × 63ft, with 27ft on sill at ST. and 19ft at NT. Charges. Tonnage dues 5\frac{1}{4}. Sanitary dues 4\frac{1}{4} ton. Pilotage. From 7/11 for vessels up to 100 tons to £1 3s 9d for vessels of 251 to 300 tons, and 2/4\frac{1}{4} additional for every 50 tons. Towage. By

agreement.

NASSAU, New Providence, Bahamas. Lat. 25° 5' 37" N; long. 77° 22' 22" W. Pop. About 7,000. Tr.—I. Powder, &c.; E. Sponges, cottons, pimento, fruits, and salt. Accn. Vessels of 15st dst. can enter at HWST., although the depth is 17st, but the bar is rocky and only safe for that dft. Charges. A vessel of 151 reg. tons, drawing 111ft, in and out, total cost £17 2s 9d. Pilotage. From 12/6 for 6ft and under, to £5 10s for 18ft, and 5/ in addition for every half foot above 18st, and an additional see of £2 on steamers. Vessels under 30 tons exempted, unless the masters voluntarily accept the services of pilot. A moiety payable when vessels are anchored outside the bar of N. harb. No extra pilotage allowed for centreboards of vessels. Towage. A vessel of 941 reg. tons £19 5s. in and out. NATAL, Africa. (S

(See Port Natal.)

NATAL, Brazil. Lat. 5° 45' S; long. 35° 14' 50" W. Pop. 11,000. Tr.—I. Railroad ties and railroad machinery; E. Cotton, sugar, dyewoods, and other Brazilian produce. Acen. 14st on the bar at LT. Sp. rise 8 to 10st. From the entrance to the town 41 to 51 sms. Charges. Dues and charges on a barque 371 reg. tons drawing 13st 2in, £72 9s 11d. Pilotage. On a barque of 371 reg. tons; ballast in and cargo out, 13st 2in dst. loaded: up and down to Natal £10 8s 4d, Guarapes and back £8 6s 8d.

NEDER CALIX, Sweden. Lat. 65° 50' N; long. 23° 10' E. Tr.—E. deals, &c. Accn. Vessels of 18st dst. can ascend as far as the town. Charges. On a vessel of 450 tons ballast inward, deals out, £50 9s 8d. Pilotage. On a vessel of 3031 reg. tons, ballast in and cargo out, in, from Maloren

vessel of 3033 reg. tons, ballast in and cargo out, in, from Maloren 12ft, £1 is 1\frac{1}{2}d; out, 17ft, £2 is 3d.

NELSON, New Zealand. Lat. 41° 15' 35" S; long. 173° 16' 58" E. Pop. 7,500. Tr.—I. General merchandise; E. Wool, gold, flax, hops, grain. Accn. Vessels of 18ft to 20ft dft. can enter at HWST. Charges. On a barque of 500 reg. tons cargo in and ballast out, £41 16s. Pilotage. Steamers not ex. 150 tons 4d; from 150 to 250 tons 4d on 150 tons, and 21d ton on excess over 150 tons in or out; from 250 to 400 tons 31d on 250 tons and 2d ton on excess over 250 tons in or out; ex. 400 tons 3d on 400 tons and 13d ton on excess over 400 tons in or out. After annual pilotage, steamers under 240 tons, £1 each way, 240 tons and upwards id ton in and out; sailing vessels from 50 to 250 tons 4d, 250 to 400 tons 5d, ex. 400 tons 6d ton; vessels towed into and out of harb. by steamer are entitled to a reduction of one half the above For removing any steamer or sailing vessel within the harb., from 50 to 250 tons Id, and from 250 tons and upwards 1d ton. Towage. On a barque of 502 reg. tons, cargo in and ballast out £16 138.

NEUHAUS, Germany. Pop. About 2,000. Tr.—I. Coals, wood, &c.; E. Cement, bricks, tiles, &c. Accn. Vessels of 10ft dft. can enter the harb., and those of 15ft dft. can load in the river Oste. Charges. River dues on a vessel of 50

tons 4/. Harb. dues the same. Pilotage. 2/ per ft.

NEW BEDFORD, U.S. Lat. 41° 38′ 6″ N; long. 70° 54′ 31″

W. Pop. About 27,000. Tr.—I. General merchandise, coal, and staves; E. Oils, fish, whalebone, &c. Accn. Vessels of 16st dst. can enter the inner harb. or pool at LW. Charges. What fage dues 10d 100 tons per day. Pilotage. 9/41 foot, inwards and outsids. Towage. As per agreement.

NEW ORLEANS, U.S. Lat. 29° 57' 45" N; long. 90° 9' W.

Pop. About 250,000. Tr.—I. Manu-

Pop. About 250,000. factured goods, salt, iron, wines, coffee, fruit, and coal; E. Cotton, tobacco, flour, grain, corn, pork, &c. Accn. The S. Pass has 26 to 30ft; the S.W. Pass has now only 13ft. The construction of the jetties at the S. Pass enables vessels to load up to 26st. Since the jetties were made the other Passes have gradually filled up, and are not now used, except for very small vessels. Charges. Harb. master's dues, 44 each vessel, steam or sail. Pilotage. Bar, over 10ft dft. 19/ foot each way; river, from inside the bar to the city, and vice versa, £8 9s 2d, up and down. Ships of war and steamships are the only vessels requiring the services of river pilots.

Towage. From bar to city, and city to bar 3/3\(\frac{1}{2}\) ton.

NEW WESTMINSTER, Brit. Col. Lat. 49° 13' N; long.

122° 53' W. Tr. I.—General merchandise; E. Lumber, fish, canned and salted salmon, ships' spars of the finest quality, and minerals. Accn. The town, which is 15

miles from the bar of the river, can be reached by vessels of 18st dst Pilotage. Pilotage compulsory. No rates given. Towage. From Royal roads and return for a vessel of 700 tons about £62 10s.

NEW YORK, U.S. Lat. 40° 42′ N; long. 74° 8′ W. Pop. About 2,500,000. Accn. There are 70 piers for shipping on the W. and 90 on the E. side of the city. Vessels drawing 23ft can lie at some piers at HW. Charges. No light dues are payable by British vessels. Wharf dues 1d ton per day up to 200 tons, 1/4 per 100 tons above 200. Pilotage. Viå Sandy Hook, from April 1 to Nov. 1. Minimum, inwards, 6ft dft. 15/9½; outwards, 6ft dft. 11/6½ foot; off shore £1 3s 5½d. Maximum, inwards, 25ft dft. £1 7s 5½d; outwards £1 0s 2½d foot; off shore £8 11s 9d. From Nov. 1 to April 1, 16/11 additional. Detention 12/8½ day. For taking vessels from upper to lower quarantine, for vessels having had death or sickness on board, double outward rates; for vessels from sickly ports, but having had no sickness on board, single outward rates; tor vessels from new quarantine to New York, half inward rates; vessels from lower to upper quarantine, quarter rates; vessels from upper quarantine to New York, quarter rates. Towage. Transporting ship not ex. 200 tons £2 2s 3½d, 600 tons £3 11s 10¾d, 800 tons £4 4s 7d, 1,000 tons and upwards £3 3s 5½d to £4 4s 7d; North to East river, and vice versâ £1 1s 1½d. Hauling to and from wharf 12/8½.

NEWCASTLE, New South Wales. Lat. 32° 55′ 15″ S; long. 151° 49′ 15″ E. Pop. 65,000. Tr.—I. Manufactured goods, hardware, glass and earthenware, &c.; E. Coal, coke, wool, copper, tallow, hides, and country produce. Accn. Vessels drawing 22ft can safely enter; 21ft on the bar; tide rises 2½ft N. and 5ft Sp. Cranes to lift 15 to 25 tons. Charges. Harb. light rate 4d reg. ton half-yearly. Dues and charges on a vessel 1,300 tons reg., ballast in and coal out, about £247. Pilotage. From and to sea 4d reg. ton. Vessels under 300 tons whose masters do not hold an exemption certificate have to pay £2 10s pilotage each way, whether having the services of a pilot or not. Removals:—from 20/ for vessels under 300 reg. tons to 50/ for vessels of 1,000 tons, and 60/ for those exceeding 1,000 tons. Towage. From sea 8d per reg. ton. Removals as follows:—From 20/ for vessels of 701 tons and over, with 10/ for each intermediate 200 tons; steamers up to 500 and under 600 reg. tons 70/, over 600 and under 1,000, 80/, over 1,000, 100/ per removal.

NEWCHWANG, China. Lat. (entrance buoy) 40° 35′ 26″ N; long. 121° 58′ 24″ E. Pop. 60,000. Tr.—I. Opium, sugar, and cotton; E. Beans, bean oil, bean cake, castor oil, brown silk, hemp, tobacco, jute, felt, indigo, furs, hides. Accn. Least depth on the bar at LWST. 7½ft; Sp. rise 11ft or 12ft, and N. rise 7ft or 8ft. The anchorage is opposite the town, about 800yds wide, with great depth of water. Charges. No local; tonnage dues same as Canton. Pilotage. £1 foot.

NEWHAVEN, U.S. Lat. 41° 14′ 52″ N; long. 72° 54′ 35″ W. Pop. About 70,000. Tr.—I. Rags, paper, crockery, rails, iron, coal, &c.; E. Mules, hoops, staves, ammunitions of war, &c. Accn. Vessels of 18ft dft. can discharge alongside the wharves. Charges. Health dues £1 0s. 10d. Pilotage. On foreign vessels at the rate of 3/3½ foot; from 9 to 120, 4/2½

foot; from 12 to 15ft and over, 6/3\(\frac{3}{4}\) foot. Towage. About \(\int_2\) 2> 3\(\frac{1}{4}\) for brigs and schooners, and \(\int_3\) 3s 5\(\frac{1}{4}\) to \(\int_6\) 6s 10\(\frac{1}{4}\) for brigs and ships; from Newhaven to New York, 7t miles \(\int_{10}\) 11s 5\(\frac{1}{4}\)d.

NEWPORT, U.S. Lat. 41° 28′ 22″ N; long. 71° 21′ 14″ W.

Pop. About 11,000. Tr.—I. Lumber, W.I.
goods, general merchandise; E. Nil. Accn. Vessels of 18ft dft.
can lie close to the pier at LW. Vessels of the largest tonnage can
enter the port. Pilotage. Compulsory on vessels under reg. Inwards, 5/2½ to 14/7 foot, and 1/0½ extra for winter; outward,
from 4/2 to 6/3 foot.

NICE, France. Lat. 43° 42′ N; long. 7° 17′ E. Pop. About 77,500. Tr.—I. Wheat, brandy, wines, and coal; E. Olive oil, confections, perfumery, oranges, cement and plaster. Accn. The harb. has a superficial area of about 38,000 sq yds, and will shortly be enlarged to double its present size. It is well protected and easy of access. Mean depth of water 22ft. Charges. Harb. dues, including tonnage and quay dues, 5d per reg. ton. Excellent fresh water can be obtained. Pilotage. £1 11s 9d for every vessel; putting ships alongside quay 7/11½d. Eng. Broker. J. Salvy.

NICOLAIEFF, Russia. Lat. 46° 58′ 20″ N; long. 31° 58′ 36″ E. Pop. About 90,000. Tr. I. Coals, cement, iron, machinery, and general merchandise; E. Wheat, rye,

cement, iron, machinery, and general merchandise; E. Wheat, rye, barley, oats, linseed, rapeseed, sugar, wool, iron ore, and timber.

Accn. Vessels drawing 14 or 15st can always pass the har without lightening, and the channel has been dredged to a minimum depth of 20st. Charges. On a steamer of 1,200 reg. tons, dft. 182st, about £66. Pilotage. 2/ per foot in and out.

NICOLAISTAD, Russia. Lat. 63° 4′ 3″ N; long. 21° 43′ E. Pop. 7,000. Tr.—I. Salt, coals, and general merchandise; E. Tar, pitch, cattle, corn, and general provisions.

Accn. In inner roadstead close to the town, there is a depth of 15ft to 16ft; the quays are accessible to vessels of 12 and 13ft dft. Pilotage. Between Ronnskaren and Wasa, a vessel 16ft dft. pays £3, and between Norrskaren and Wasa, 20ft dft. £4 19s. These rates are augmented 25 per cent. from September 15 to May 10. Towage. Steamtug can always be had for harb, service.

NINGPO, China. Lat. 29° 55′ N; long. 127° 30′ E. Pop. 300,000. Tr.—I. Cotton and woollen manufactures, opium, dried fruits, &c.; E. Tea, raw cotton, medicines. Accn. Vessels of 17st dft. can enter town at half-tide. Sp. rise 9st. Charges. Tonnage dues 2/6 per ton for vessels over 150 tons. Pilotage. It is advisable to write and engage a pilot beforehand. Steamers 12/6 per st, sailing vessels 16/8 per st, from Square Island to Ningpo, and vice verså. Towage. No steam tugs.

NORFOLK, U.S. Lat. 36° 51' N; long. 76° 10' W. Pop. 25,000. Tr.—I. Salt, phosphate, iron, tar, oil, &c.; E. Cotton, grain, staves, timber, and cattle, coals, meat, tobacco, and general western produce. Accn. The channel has 24tt of water OT. Pilotage. Varies from 10/6½ foot for vessels of 10ft dft, and under, to 18/4 for any dft. over 16ft. Vessels coming to Hampton Roads, seeking, in ballast, only half rate in and half rate out; but if they are chartered in the State they will have to pay usual full rates in and out. This law is compulsory, but no

master of a vessel coming from sea is compelled to take a pilot after arriving within the line at which Cape Henry bears W. of S., &c. Towage. Hampton Roads to Norfolk, or vice versa, 350 tons &4 4s 7d, shifting &1 5s 41d, 1,000 tons &10 11s 51d, shifting £2 198 21d, 2,000 tons £14 168 01d, shifting £5 148 21d, and other sizes in proportion.

NORRKOPING, Sweden. Pop. About 29,000. Tr.—I. Coals, soda, cotton, wool, wine, porter, tools, engines, sugar, coffee, tobacco; E. Deals, battens, bar-iron, sails, pig-iron, matches, oats, paper, &c. Accrr. Vessels of 15st dft. can anchor near the quay. Good dry dock, wharf, and facilities for executing repairs. Charges. Port charges for sailing vessels and steamers 31d ton. Pilotage. For a vessel drawing 15st entering from sea at Arko Beacon £4 2s, entering at Hafringe Light £4 16s, entering at Haradskar Light £6 4s, and less in proportion for every foot less dft. These rates are from April 16 to Sept. 16. During the winter season the charge is 25 per cent. more. Towage. According to arrangement, from £3 to £10.

NYHAMN, Sweden. Lat. 61° 12' N; long. 17° 10' E. Accn.

Vessels of 17ft dft. can easily enter harb. ODESSA, Russia. Lat. 46° 29' N; long. 30° 44' E. Pop. About 280,000. Tr.—I. Coal, iron, machinery, tobacco, manufactured goods, earthenware, tea, coffee, and other colonial goods, &c. (sadly hampered by heavy customs duties and other obnoxious formalities); E. Grain, linseed, wool, tallow, cattle, &c. Accn. Best artificial Russian harbour in the Black Sea, the depth of water being up to 24st. The harbour is formed by several stone piers and a long breakwater, which protects it from northerly gales. Very good anchorage in the inner roads. Charges, On a vessel 900 to 1,000 tons ballast in, cargo out (grain) £79 7s 1d. Almost daily communication with Constantinople by mail steamers. 3½ days from London by rail. Pilotage. By agreement. barque of 364 reg. tons entering in ballast, leaving with cargo of

wheat, in and out, 16ft 2in dft. {2 8s 9d.

ONEGA, Russia. Lat. 63° 54′ N; long. 38° 8′ E. Tr.—I.

Machinery, fish, salt, &c.; E. Deals. Accn. At

HW. there are 10ft on the bar, and LW. 3ft. Charges. Tonnage
dues 2d ton. Pilotage. In and out 1 d ton. Towage. To or from the ballast place £2 8s 9d each way.

OPORTO, Portugal. Lat. 41° 8′ 48″ N; long. 8° 37′ 0″ W. Pop. About 90,000. Tr.—I. Iron, beef, sugar, coffee, rice, hemp, flax, dried fish, coal, codfish, stationery, hardware, cottons, woollens and every description of fancy and manufactured goods, besides colonial produce; E. Wine, oil, shumac, butter, cabinet-work, fruit, wool, cream of tartar, salt, leather, and cork. Accn. The depth on bar is uncertain, but it is not safe for any vessel of more than 16st dst. to cross. Charges. On vessel of 107 tons £24 7s. Pilotage. Varies, according to the state of tides and weather, say from £7 10s, out and in, to £12 according to tonnage. Steamers are charged much less. When a pilot is detained off the bar he has to be paid 4/a day. Towage. Across the bar, in or out, from £6 15s to £10 2s 6d. From 1761 tons to 2201 tons £11 5s, 220 to 265 £12 7s 6d, 309 to 353 tons £13 10s, 397% to 442 tons £15 15s, 443 tons £18 and upwards. River service: 881 to 1761 tons £3 7s 6d, 1761 to 265 tons £4 10s, 3091 and upwards £5 12s 6d.

ORAN. Lat. 35° 44' 21" N; long. 0° 41' 2" W. Pop. 75,000.

Tr.—I. Manufactured goods, wine, butter, and cheese; E. Wheat, barley, cotton, wool, seeds, esparto grass, cattle, hides. tobacco. Accn. Old and new harbs., formed by an inner and outer mole. Least depth in old harb. 18ft, av. depth in new harb. 30ft. Charges on a vessel of 200 reg. tons £8. Pilotage. On British vessel of 200 reg. tons £1 5s. Eng. Brokers. Kuhlmann, Ricca fils, Roux, Saunier.

OSCARSHAMN, Sweden. Lat. 57° 16′ N; long. 16° 28′ E. Pop. About 5,800. Tr.—I. Coals, rye, flour, and colonial goods; E. Pit props, planks, staves, battens, and oats. Accn. Small harb., which can admit vessels of 19ft dft, excellent anchorage, and good dry dock. Charges. Harb. duestd ton; custom-house dues 1\frac{1}{2}d; light dues, 4d cargo, 2d ballast. Pilotage. In and out, for vessels of 13ft dft. £1 65 6\frac{1}{2}d. Towage. For vessels of 200 tons reg., in and out, about £2 10s.

OSTEND, Belgium. Lat. 51° 15' N; long. 2° 26' E. Pop-About 20,000. THW. oh 25m; Sp. rise 19st; N. 15st. Tr.—I. Coal, salt, colonial produce, manufactured goods, guano, and timber; E. Corn, cloves, seed, cattle, fruits, potatoes, stax, &c. Accn. Vessels drawing 16st can always enter at HW., and some drawing 20st have gone in during ST. 6st on the bar at LW., and same inside the harbour. Sp. rise 14 to 16st; N. rise 13 to 12 st. Ostend ranks second in importance among the Belgian ports. Cranes to list 10 tons. Charges. On a vessel of 259 tons £25 is 9d. Pilotage.—

Winter.	Sum	mer.
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673 486 5180 826

for vessel about 17st 6in dst. Vessels calling and not performing any commercial operation pay half the above; towed vessels and steamers a little less. Towage. Charges for first hour or fraction thereof:—A ship under 100 tons 31/6, two or more vessels under 100 tons 47/6, every vessel above 100 and under 200 tons 35/6, 200 and under 300 40/, 300 and under 400 44/, above 400 tons 60/. For each hour or fraction of an hour after the first hour, whatever the number or tonnage of the vessels, 15/10.

OTAGO HARBOUR or PORT DUNEDIN, New Zealand. Lat. 45° 47′ S; long. 170° 45′ E. Tr.—I. Coal, railway materials, manufactured goods, &c.; E. Gold, wool, timber, potatoes, grain. Accn. The average depth at LWST. in Otago north or main channel is 18ft; mean rise at HW. about 18ft. Vessels not over 14ft discharge at Dunedin wharves. Charges. Light dues 3d to 6d ton. Port charges, half-yearly 2d to 6d ton. Harb. master's fees 1d ton. Wharfage, steamers 4d, sailing 4d ton. Pilotage. In and out, sailing vessels without a tug 6d, steamers 4d; sailing vessels with a tug 4d reg. ton. In addition to these rates there is a charge of 15/ day for the first 3 days, and 10/ day after the first 3, for any period that a pilot might be detained on board any vessel, whether by stress of weather, quarantine, or otherwise. Vessels in distress, and whaling vessels

putting into port through stress of weather, for water or provisions, or to refit, are to be exempt from pilotage, except when the services of a pilot are actually made use of.

OWEN ANCHORAGE.—See Swan River.

PALAMOS, Spain. Lat. 41° 51' N; long. 3° 6' E. Accr..
At the end of the mole there are 20 to 21st and inside 12 to 18st of water. Pilotage. Voluntary, 16/8.

PALERMO, Sicily. Lat. 38° 8′ 15″ N; long. 13° 22′ 12″ E. Pop. 250,000. Tr.—I. Cotton, woollen, silk, and linen goods, coals, cereals, hides and skins, animals, and animal produce, petroleum, metals, colonial products, &c.; E. Green and dried fruit, shumac, sulphur, oils, manna, tartar, lemon juice, rags, wine, &c. Accn. 9 to 10 fms of water in bay. Vessels drawing 18ft can anchor at the mole. There is a a hydraulic dock 287 feet in length, and three graving docks. Charges. Port charges on a vessel 275 tons, £15 168 8d. Pilotage. Optional, but if a pilot is required, only an authorised one can be called. From 12/8 for vessels up to 50 tons to £2 3s 6d for vessels of 401 to 500 tons. For every 100 tons over 500, 2/4½ extra.

PANAMA, U.S. Columbia. Lat. 8° 56′ 56″ N; long. 79° 31′ 12″ W. Pop. About 13,000. Tr.—I. Coal, confectionery, olive oil, clothes, candles, wheat, salt meat, iron manufactures, perfumery, &c.; E. Mother-of-pearl, pearls, leather, skins, caoutchouc, tortoiseshell. Accn. The inner anchorage is in 2 fms, about a mile off the shore, the outer is in 3½ to 4 fms, about 2 miles off, bottom of mud. Vessels drawing 20st can coal at Perico, an island in the bay. Pilotage. No pilot is necessary.

PARA (or BELEM), Brazil. Lat. 1° 30′ S.; long. 48° 23′ W. Pop. 35,000. Tr.—I. Provisions, petroleum, furniture, lumber, dry goods, hardware, wines, &c.; E. Indiarubber, annatto, nuts, balsam, hides, cocoa, sugar, piassaba, sarsaparilla, &c. Accn. The port is about 70 miles from the mouth of the river, but is accessible to the largest ships. Vessels moor about ½ of a mile from the town in 12 to 22ft. of water. At the wharves there is a depth of 6 to 7ft. at low water. There is a gridiron for vessels-up to 600 tons. Cranes to lift up to 20 tons. Charges. Expenses of a vessel 335 tons, cargo in and ballast out, about £80. Pilotage. Compulsory both ways. In, about £7, out £9.

PARAIBA, Brazil. Lat. 7° 06' S; long. 34° 53' W. Pop. 13,000. Tr.—E. Cotton, sugar, hides, cotton-seed, &c. Accn. 18ft can be carried over the bar at LW. Vessels drawing not more than 14½ft when loaded can load alongside wharf. In extra springs vessels drawing 15½ft can leave the wharf. Pilotage. For a vessel of 200 reg. tons; 12ft dft. £4 145 6d, and for every fraction of 50 tons or foot of water increase, e.g., a vessel of 205 tons, 12ft 1in dft. pays £5 35 6d. Charged both in and out. Vessels remaining in quarantine at Cabedello pay one-third less, and vessels going up to the Bridge of Sanhana one-third more.

PARRSBORO, N.S. Lat. 45° 23' N; long. 64° 20' W. Tr.—E. Lumber. Accn. Safe port for a vessel drawing 16ft at ST. Vessels load alongside wharves on a mud bottom. A pilot should be engaged. Charges. Dues and charges on a vessel of 400 reg. tons about £10 8s 4d. Wharfage 2(1 day.

PASAGES, Spain. Lat. 43° 19′ 20″ N; long. 1° 55° 20″ W. Pop. 3,000. Tr.—I. Coals, cotton, &c.; E. Ore, cider, wine, minerals, fruit, &c. Accn. Anchorage depth of 30ft at LW. Vessels of 1,000 tons can discharge alongside of quay. Pilotage. Compulsory for coming in, but not for going out. For coming in at San Sebastian and Pasages:—

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Towage. The first boat reaching the vessel must be employed, each man in her is paid 2/6 sterling. The employment of other boats is optional and the pay only 1/10-1 man.

boats is optional, and the pay only 1/10½ man.

PATRAS, Greece. Lat. 38° 14′ 47″ N; long. 21° 44′ 47″ E.

Pop. About 40,000. Tr:—I. Woollen and cotton
manufactures, grain, sugar, timber, staves and hoops. sulphur, iron,
hides and leather, coffee, codfish, rice, and coals; E. Currants.

Accn. There is a mole about 800ft long, at the extremity of which
the depth is about 4 fms. Charges: Vessels under 5 tons are free
of dues. Port dues ½d ton if cargo only landed, 1½d if landed and
shipped. Water plentiful, 1/6 per 60 galls. Com. and brokerage 5%.

Pilotage. From 8/8 to 20/ for bringing the vessel to her anchorage.

PENANO, India. Lat. 5° 24′ 30″ N; long. 100° 21′ E.

Pop. 1111,000. Tr.—I. From England various

Pop. 111,000. Tr.—I. From England various kinds of piece goods, iron, cutlery, &c.; E. Pepper, arrow-root, cassava flour, cloves, coffee, fish-maws, hides, horns, sugar, tapioca, tortoiseshell, betel nuts, rattans, gutta percha, indiarubber, tobacco, and some gold brought by the Malay proas from the main Sumatra, Java, and other islands to the eastward, and for which they receive opium, piece goods, arrack, dollars, &c. Accn. The anchorage is considerably sheltered. Charges. Light dues, there is a small charge for lights, but no anchorage dues, or other port dues. Pilotage. No pilot dues when vessels enter by the north channel, but by the south channel they pay 3/1½ d per foot. On a vessel of 268 tons leaving Penang with a miscellaneous cargo of pepper, sugar, rattans, &c., in or out (optional) £1.

PENCO.—See Concepcion Bay.

PENSACOLA, U.S. Lat. 30° 20' N; long. 87° 16' W. Pop. 11,000. Tr. — I. Salt, beer, coal, sugar, molasses, and West Indian fruits; E. Pitch pine, sawn and hewn

timber, and iumber. The timber is principally exported to Great Britain. The charters are usually made in England, vessels carrying coals to the West Indies and Mexico, and from thence in ballast to Pensacola. Lumber is largely exported to Cuba and other West Indian islands, Mexico, Brazil, and the river Plate. Accn. At mean HW. depth on bar is 22ft near the channel, from the bar to the dockyard average depth is 28ft, and from the latter to town 3ft; alongside the wharves at Pensacola the depths vary from 16ft to 20ft. Charges. On vessel of 636 reg. tons, ballast in and cargo out £404. Pilotage. 6 to 10ft dft. 12/8½; 10 to 14ft dft. 16/11; 14 to 20ft dft. £1 is 1½d; 20 and upwards £1 5s 4½d foot. Towage. From outside bar 7½d, inside bar 5d, to sea, loaded 10d ton.

PERNAMBUCO, Brazil. Lat. 8° 4'S; long. 52° W. Pop. 120,000. Tr.—I. Cotton and linen clothes, hardware, cutlery, silks, wine, flour, salt fish, &c.; E. Cotton, sugar, rum, hides, and dyewoods. Accn. No vessel drawing more than 14½ft can enter at NT., or more than 15½ft at ST. The great bar has 20ft over it at HWST. Immediately northward of the "Recife," outside the harbour, is a basin called the "Poço," or Well, having a depth of 20ft at LW. Here vessels of more than 14½ft dft. lighten to go inside and take in the last part of their cargoes. Charges. Average on vessel with cargo, in and out, about £1 2s 6d reg. ton. Cost of victualling and repairing vessels is heavy. Dues and charges on vessel drawing 13½ft £180. Pilotage. On vessel of 237 reg. tons, cargo of fish in and sugar out, 13½ft dft., pilotage inwards and mooring £12 16s 6d, outwards £11 8s. Towage. Inward and outward the same, but not compulsory. For the first English or American 100 tons £3 7s 6d; and for each ton in excess about 2½d. For the use of hawser, if furnished by the tug, 20 per cent. is added to the above. For towing a lighter to where the vessels usually anchor and bringing it back £5 12s 6d.

and bringing it back £5 12s 6d.

PESARO, Italy. Lat. 43° 55' N; long. 12° 54' E. Pop. 20,854. Tr.—E. Wine, olives, silk, and glass bottles.

Accn. Vessels of 6ft draught anchor inside entrance, between two jetties; vessels of larger draught in 5 to 6 fms. in fine weather.

Charges. Port dues 8d ton.

PHILADELPHIA, U.S. Lat. 39° 57′ N; long. 75° 10′ W. Pop. About 1,000,000. Tr.—I. All kinds of general merchandise; E. Breadstuffs, provisions, petroleum, cotton, tobacco, oilcake, staves, &c. Accn. Has an excellent harb. capable of receiving the largest vessels afloat; 27ft of water at HT. Three graving docks 462ft, 220ft, and 125ft long respectively, and three patent slip railways. Shears to lift 90 to 100 tons. Charges. Wharfage dues 16/, (ship) barque, &c. 12/ per day. Pilotage. Varies according to distance and dft. Minimum: inwards 12ft dft. £8 10s 9d; outwards 12ft dft. £7 12s 3d. Maximum: inwards 27ft dft. £26 2s 6d; outwards 27ft dft. £17 2s 7d. Every pilot detained by master, owner, or consignee, or by the ice, is entitled to 12/8½ day. Every pilot obliged by the ice or stress of weather to proceed to another port is entitled to pilotage, and if there discharged to 4d for every mile he has to travel home. Every vessel obliged to receive a pilot is required to pay £2 2s 3½d winter pilotage from Nov. I to April 1, both days inclusive, except such vessel is towed by steam to or from the buoy of the Brown. Spanish, Portuguese, Italian, Russian and South American ships pay 10/8 in addition to other pilotage. Towage. Varies according to distance and

tonnage, for 161 miles, 70 tons 9d ton, to 1,300 tons and upwards 54d ton; to 103 miles, 70 tons, 2/2 ton, to 1,300 tons and upwards. 1/51 ton.

PHILIPPEVILLE, Algiers. Lat. 36° 53' N; 6° 54' E. Pop. 28,000. Tr.—I. Coal, timber. manufactured goods; E. Barley, wheat, wool, wine, fruits. Accn. Vessels of 16 ft dft. can load alongside quays. Pilotage. Sailing ships about 1d per ton, steamers half. Eng. Broker. A. Ricoux. PICTOU, N.S. Lat. 45° 41′ 25″ N; long. 62° 39′ 26″ W. Pop. 4,000. Tr.—E. Coals, produce, &c.

Accn. There are three good loading places at which steamers of 1,700 to 1,900 tons load. The harbour is a good and safe one, easy of access to strangers. Vessels drawing 22ft can cross bar at HW. Charges. Labour 5/2½ to 6/3 day. Ballast 2/1 ton. Harb. dues \$\frac{1}{2}\$d ton. Hospital rd ton. Water \$\frac{1}{2}\$d gall. Coals cheap. Wharfage on goods landed \$\frac{1}{2}\$d barrel bulk. No light dues. Pilotage. Pilotage. 80 and under 150 tons, in £1 55, out 16/4; 150 and under 300, in £2 18 8d, out £1 5s; 300 and under 400, in £2 10s, out £1 13s 4d; 400 and under 500, in £2 18s 4d, out £1 17s 6d; 500 and under 600, in £3 2s 6d, out £2 18 8d; 600 and under 800, in £3 6s 8d, out £2 5s 10d; 800 and under 1,000, in £3 10s 10d, out £2 10s; 1,000 and upwards, in 1d, out \$\frac{1}{2}\$ ton. All steamers rated at net tonnage. After coming to in the harb., all vessels requiring pilots in going up to the loading wharves at the east or middle rivers pay an additional sum of 1/01d foot dft., and the same down the said rivers. Vessels bound in and spoken to by a pilot pay half pilotage, if his services are not required. Vessels bound out and not requiring a pilot pay half pilotage to the Pilotage Authority. Steamers in or out pay the same as sailing vessels. Vessels making the harbs, are free from compulsory pilotage inside an imaginary line drawn from Cole's Point to McKenzie's Head. The Pilotage Authority may remit compulsory pilotage dues to steamers carrying Her Majesty's mails, in whole or in part. Towage. 12d ton from outside. In harb, for mooring fit os 10d, or by agreement.

PILLAU, Germany. Lat. 54° 33′ 39" N; long. 19° 52′ 30" E. Pop. 4,000. Accn. About 20ft on the Pillau bar.

Pop. 4,000. Accn. About 20ft on the Pillau bar. The depth in the channel from Pillau to Königsberg is from 11 to 13ft. Pilotage. See Königsberg. Towage. See Königsberg. PIRÆUS, Greece. (Athens.) Lat. 37° 56′ 10′ N; long. 23° 38′ 40′ E. Pop. 35,600. Accn. The port is capable of holding the largest vessels. A floating dry dock. Charges. Moderate. Pilotage. In and out and mooring 60/. There is no fixed tariff, and an agreement should be made. PISAGUA, Peru. Lat. 19° 32′ S.; long. 70° 15′ W. The bay is deep, and vessels can anchor close inshore in 20 to 30 fathoms. The anchorage is good, and, as a rule, there is little swell in the bay. Vessels are discharged and loaded by launches, which in their turn are unloaded by boats or balsas. Charges. Mooring about 1d. per ton. Ballast about 6d per

POINT DE GALLE, Ceylon. Lat. 6° 1' N; long. 80° 14' E. Pop. 10,000. Tr.—I. Rice, coal, &c.; E. Coffee, cinnamon, cocoanuts, cocoanut oil, arrowroot, curry, stuffs, glue, dried and salted fish, hides, elephants, plumbago, pearls, &c. Acen. There is sufficient water for the largest ships. but the harb. is plentifully dotted with rocks. Small vessels drawing 6ft of water can anchor at the end of the pier at LW. Charges. There is no charge for tonnage or harb, dues for vessels coming to the port seeking or sailing in ballast. Pilotage. In and out 600 tons and upwards £3; 400 and under 600, £2 5s; 200 and under 400, £1 IOS.; 100 and under 200, £1 2s. Pilots detained on board any vessel longer than 48 hours are entitled to claim 8/ for every day's detention after that time.

POINTE-A-PITRE, Guadaloupe, W.I. Lat. 16° 20′ N; long. 61° 20′ W. Pop. 18, 380. Accn. Spacious harb., 36ft, in the channel. Vessels drawing 26ft may lie close to the town; vessels drawing 14ft can discharge at the quay. Charges. Vessels trying the markets may come in free of all charges. Pilotage. On three vessels as follows:—In and out, 190 tons £5 14s 3d; 291 tons £7 16s; 449 tons £9 17s 6d. Towage. By steamer, minimum £4; up to 1,000 reg. tons 43d ton; every ton over, 24d. By rowboat and four hands, £1. Eng. Brokers. Ferlande, Maillard, Thionville.

POMERON, Portugal. Lat. 37° 10′ N; long. 7° 15′ W. Pop. 4,000. Tr.—E. Sulphur, ore, &c. Accn. Vessels drawing 16th have reached Pomeron. Charges. Port charges on a vessel of 414 tons reg. (including pilotage over the bar up and down river) about £11. Total expenses of a vessel of 400 tons loading sulphur-ore (including pilotage and towage both ways) about £55.

about £55.

PONDICHERRY, India. Lat. II° 56' N; long. 79° 50' E.

Pop. 60,000. Tr.—E. Indigo, rice, tobacco,
cotton. Accn. Anchorage in 6 or 8 fms, \$\frac{3}{2}\$ mile from town.

Charges. Tonnage dues 2d per ton; light dues 1\frac{1}{2}d per ton;
anchorage dues 1/ per ton.

PONTA DEL GADA, St. Michaels, Azores. Lat. 37° 45'

N; long. 25° 41' W. Pop. 23,000.

Tr.—I. Coals, dry goods, hardware; E. Oranges, emons, wheat, Indian corn, wines, beans, potatoes. Accn. Anchorage in 15 to 30 fms. There is a mole, inside of which vessels of any size can lie in comparative safety. Floating dock, capable of raising a vessel of 1,400 tons. Charges. On a vessel of 100 tons about £30. Pilotage. Vessels of less than 200 tons, 10/10; less than 400 tons, 13/6; less than 800 tons, 16/6; less than 1,200 tons, 17/10; over 1,200 tons, £1 2s. 6d.

PORT ADELAIDE, South Australia. Lat. 34° 56′ S; long. 138° 36′ E. Pop. 30,000. Tr.

—E. Wool, wheat, bark, gold, copper and lead ores, salted hides, tallow, gums, wine, fruit, &c. Accn. 22ft on the outer bar at LWOST., and 20ft on the inner bar. Average rise and fall at ST. 8½ft. The wharves at Port Adelaide are about two and a half miles long, the depth alongside varying from 18ft to 24ft at LW. Charges. Light dues 1d reg. ton, in or out. Wharfage 3d reg. ton. Expenses of a vessel of 1,000 tons reg. £102, including light dues, wharfage dues, pilotage in and out, and harb. pilotage (optional). Dft. of water has nothing to do with these charges. Pilotage. Compulsory: Every vessel taking a pilot, not ex. 100 tons, in or out £2 10s, for every reg. ton above 100 tons, in or out 1½d, provided that in any case the pilotage of any vessel does not exceed £9, reduced by one-fourth with steam vessels or sailing vessels towed by steamtugs, or part of distance.

proportionate reduction. For vessels availing themselves of a pilot to or from the anchorage off the Semaphore or Lights Passage-for any distance not ex. three miles-if anchored and afterwards proceeding into harb. the usual charge. Not compulsory: For every vessel taking a pilot, and not above 100 tons, £1, of 100 and not above 300 tons, £1 10s, above 300 and not above 500 tons, £2, above 500 tons, £3. Harb. pilotage, not compulsory: Under 200 tons, mooring or unmooring, 10s, removal 10s; of 200 and not above 300 tons, mooring or unmooring, 15s, removal 15s; 300 and not above 400 tons, mooring or unmooring £1, removal £1 5s; 400 and not above 500 tons, mooring or unmooring £1, removal £1 tos. Every vessel above 500 tons, if moored at a wharf on arrival in harb. mooring or unmooring £1 10s, removal £2; above 500 tons, if moored in stream on arrival in harb., mooring or unmooring £1, removal £2. Pilots if required by master or commander to remain on board shall be paid a fee of £1 is per day in addition to the ordinary rates, until the ship has crossed the inner bar. Towage. From the lightship at Port Adelaide, not ex. 200 tons £8, every additional ton 6d. From lightship to Lights Passage, below Snapper Point, or from Lights Passage to North Arm, below 200 tons £3, every ton above 6d. From the lightship anchorage to the North Arm, not ex. 200 tons £6, every ton above 4d. From the North Arm to the Port, not ex. 200 tons £2, every ton above 2d. Towage out, the same rates. When two or more vessels are towed the rates are reduced.

PORT ALFRED, Africa. Lat, 33° 36′ 9″ S; long. 26° 54′ 10″ E. Accn. A vessel of 12ft dft, has entered. There is 8½ft on the bar at LW. Pilotage. In or out, 1/6 foot. Towage. Under 50 reg. tons £4; 50 tons and under 75, £5; 75 and under 100, £6; 100 and under 150 £7 10s; 150 and under 200, £9; and for every additional 50 tons or any portion thereof £2 10s. Towage of vessels from St. Mary's Cove to Barrington's Cove or vice versa £1 10s; for passengers crossing the bar in the steamtug when visiting vessels at the outer anchorage, each 5s; hire of steamtug per day £10.

PORT AU PRINCE, Hayti. Lat. 18° 33' o" N; long. 72° 19' 46" W. Pop. About 27,000. Tr.—Principal E. Coffee, cocoa, logwood, and mahogany. Accn. A small basin running north, end of city, called Inner Harb., with 4 to 5 fms of water. Pilotage. From 16/8 in and 8/4 out for vessels from 50 to 100 tons, to £3 6s 8d in and £1 13s 4d out for vessels from 301 to 400 tons; above 400 tons £2 1s 8d out.

PORT AUGUSTA, South Australia. Lat. 32° 29′ 49″ S; long. 137° 47′ 28″ E; 240 miles NW. from Adelaide. Tr.—E. Wheat, flour, copper, wool, and tallow. Accn. The best anchorage is in about 6 fms; OSp. rise from 9 to 12ft. Charges. Light dues from U.K. 8d ton in and out, mooring dues for every vessel above 500 tons £3. Expenses of a vessel 500 tons £4 3s 4d at 1d ton in, and same out. Use of Government moorings 2/ day. Pilotage. From Port Augusta to Point Lowly and vice verid. £6. Every ton above 200, 14d. Towage. Between Port Augusta and Two Hummock Point (23 miles), 200 tons £8, and 6d each additional ton; to Point Lowly (17 miles further), one-half of the above; additional to Com-

missary Point (10 miles) one-fourth off; to Douglas Bank (28 miles) one-fourth additional. These rates are for fair weather, and exclusive of the use of hawser.

PORT DARWIN, Queensland. Lat. 12° 28' 28" S; long. 130° 52' E. Accn. The harb. is suitable for vessels of the largest tonnage, having deep water. No port charges. PORT DENISON, Queensland. Lat. 20' o' 50" S; long. 148° 17' 51" E. Tr.—E. Wool, tallow, hides, gold, sheep, skins, &c. Accn. There are two channels leading into the harb.; the south with 22st at LWST.; the north with 14ft; rise of tide 5 to 11ft. Inside the harb, the depth at LWST, is from 10 to 26ft. Vessels drawing 16 to 17ft come along-side the jetty to discharge. Pilotage, 4d ton, minimum £1 10s. Foreign-going steamships (not being intercolonial trade vessels)

whilst on a foreign voyage, but not carrying cargo coastwise, are allowed a remission of the customary pilotage dues, except in respect

of an amount equal to 1/ ton on all cargo landed and shipped. PORT DUNEDIN.—See Otago Harbour.

PORT ELIZABETH, Africa.—See Algoa Bay.

PORT ELLIOTT, VICTOR, & ROSETTA HARBOURS, South Australia. Lat. 35° 34' S; long. Tr.—I. Fencing wire, coal, timber, potatoes, 138° 39' E. groceries, ironmongery, and general goods used by settlers; E. Wool, copper, bark, wheat, flour, hides, tallow, honey. Accn. There are heavy moorings for three vessels in depths varying from 91st in shore to 191st seaward. Additional moorings have also been placed, affording accn. for five vessels. The outer berth has 30ft, middle 33ft, and inner berth 18ft at OLWST. Charges. Expenses of a ship 1,038 reg. tons £45 18 8d. Pilotage. Vessels of 100 to 200 tons £2 in, and the same out, every ton above 200, ½d ton

in and out. For every foot or part of a foot dft. above 9ft, in or

out, 10/.

PORT JACKSON, Sydney, N.S.W. Lat. 33° 54'S; long. 151° 11" E. Pop. 333,000. Tr.—I. Wines, spirits, manufactured goods, wearing apparel, hardware, Tr.—I. earthenware, saddlery, books, stationery, carriages, tea, sugar; E. Wool, tallow, hides, felts, horns, hoofs, bones, leather, gold, copper, copper ore, tin, tin ore, shale, and pearl shell. Accn. At Sydney there is staging with shipping accommodation in from 12 to 26st at LW. There are also berths where vessels can discharge their cargoes without staging, by lying alongside the wharf with plenty of water. Vessels of 27/t dft. at LWST, or 32/t at HW. can, in fine weather, cross the bar. Sydney is about 4 miles from the bar. Dry dock, two graving docks, and patent slip. Charges. Harb. dues: Vessels under 300 tons 20', and 5' additional for every 100 tons up to 1,000, over 1,000, £3. Expenses of an American vessel of 1,200 tons loading 1,400,208 lbs. of wool and 1,000 casks of tallow, including commissions and expense on inward cargo, £1,300. Pilotage. 4d ton in and out. Pilots detained in quarantine £1 per day, 8/ of which will be charged to the vessel. Towage. To or from sea, under 150 tons £2 tos, removals 15/. 150 tons and under 200, £3, removals £1 Is; 200 and under 250, £3 10s, removals £1 1s; 250 and under 300, £4 4s, removals £1 10s; 300 and under 400, £4 10s, removals £1 10s; 400 and above, to and from sea 8d ton, one way 6d ton. For one removal in or out from wharf, in addition to each sea towage, no extra charge is made. Vessels can tow from Sydney to Newcastle by special arrangement—say from £25 for a vessel of 250 tons, up to £60 for vessels of 1,200 tons to 2,000 tons. The lump sum in these cases includes all removals and outward sea towages when laden.

PORT LOUIS, Mauritius. Lat. 20° 10′ 0″ S; long. 57° 30′ 0″ E. Pop. 75,000. Tr.—I. Provisions, cotton stuffs, iron, rice, hardware, cutlery, machinery, copper, linens, wine, coals, guano, &c.; E. sugar, rum, molasses, ebony, vanilla, cocoanut oil, &c. Accn. The harb. can be entered by the largest ships. Three dry docks, 318ft, 318ft, and 378ft in length, and slip for vessels up to 350 tons. Charges. On barque of 364 tons for 19 days £31 10s. Pilotage. Vessels remaining at the Bell Buoy 2/6 foot; vessels entering the harb., pilotage inwards, and mooring 5/ foot; outwards and unmooring 5/ foot. Vessels under 100 tons burthen entering the harb. are not required to take a pilot. Towage. By port office steamer, inwards or outwards:—Under 100 tons £3; 100 to 150, £4; 150 to 200, £5; 200 to 400, 6d ton; above 400 each additional 100 tons £1.

PORT LYTTELTON, New Zealand. Lat. 43° 35′ 32″ S; long. 172° 49′ 30″ E. Accn. Vessels of 24st dst. of water can moor alongside the jetties and discharge direct into the railway trucks. Charges. Light dues 2d ton.

Pilotage. (Compulsory) 3d per reg. ton.

PORT MOODY, Brit. Col. Lat. 49° 18' N; long. 122° 46' W. Tr.—I. Railway material; E. Lumber, shingles, &c. Accn. A wharf and a large wooden structure 1,370ft in length, and in breadth at the centre 153ft. The lowest depth of water along the wharf at all stages of the tide is 26ft, save only near the shore extremities. Pilotage. (Compulsory) under 10ft 12/6 foot 10ft, and over 16/8 foot. Towage. From and to Royal roads 15/ to 20/.

PORT NATAL, Africa. Lat. 29° 52′ 48′ S; long 31° 2′ 49′ E. Tr.—E. Wool, ivory, cotton, sugar, arrowroot, ostrich feathers, beans, maize, hides, horns, salt beef, &c. Accn. Depth in inner harb. 12 to 18ft LWST. Av. depth on the bar leading to inner harb. HWST 18ft, NT. 17ft. No vessel should attempt to cross the bar without a pilot. Pilotage (compulsory). Vessels entering and sailing out of the harb. as follows:—From 100 to 200 tons £3; 200 to 300, £4; 300 to 500, £5. Vessels in ballast to pay half these rates. Pilots attending to shift berths in harb., a fee equivalent to half the rates on the scale. If pilot remains on board, 10/ per day, with board and accommodation free of charge. Towage. In and out of harb. from and to outer anchorage as follows:—Under 150 tons £10; from 150 to 200, £12; 250 to 300, £14; above 300, £15; in stormy weather an extra charge of £2 is made within the outer anchorage, or a circle of 11 fathoms of water around it, for vessels up to 200 tons, and 1/ ton for each ton over, in moderate weather a charge of £4 mile, and in blowing weather of £6 mile for towing beyond anchorage; when goods are taken on board the tug, 7/6 ton is charged; for towing lighters in or out, £4 for one lighter for each trip, and £1 10s for each additional lighter; any detention of the tug by ships, passengers or boats, over one hour, £3 for each hour entered on.

PORT NOLLOTH, Africa. Lat. 29° 15' 50" S; long. 16° 52' 20" E. Tr.—I. Manchester goods, silks, woollens, hardware, groceries; E. Hides, skins, copper-ore, ostrich feathers, horns, &c. Accn. A pier with 11st at end. At LW. vessels of 8st dst. only can enter. Pilotage. Over the bar, £1 is. Towage. Cape Copper Mining Co., Ld., have a small tug. PORT OLIVIERI, Turkey. Tr.—E. Oil, pine, timber, silk, grapes, figs, cotton, and pitch. Accn.

Only a cable broad in parts of the entrance, and is only suitable for vessels of 11st dft. On the SE. coast; is the principal harb. in the island. Pilotage. On a vessel of 133 reg. tons, empty casks in and

cargo of olive oil out, in and out £1 18 8d

PORT PHILIP, Victoria. Lat. 37° 49' 5" S; long. 144° 58' S. Accn. The least depth of water in the fairway channel to Port Philip is 27st. Charges. Port dues I/ ton once every six months. Charges and dues on a vessel I, 199

reg. tons with 1,000 tons of cargo £451 6s.

PORT ROYAL, U.S. Lat. 32° 15' N; long. 80° 40' W. Pop.
500. Tr.—I. Salt and manufactured fertilisers; E. Cotton, cotton seed, timber, lumber, phosphate rock, and manganese ore. Accn.: Vessels drawing 22st can enter the harb. at NT. and moor alongside wharves. Cranes capable of discharging 150 to 200 tons per day. Charges. Harb. master's fees 12/6 per vessel. Pilotage. Same as Beaufort. Towage. Same as Beaufort.

PORT SAID, Egypt. Lat. 31° 15' 35" N; long. 32° 19' 20" E. Pop. About 8,000. Tr.—I. Mainly coals, provisions, and chandlery; E. Cotton and cotton seeds, with occasional lots of East India goods in transit. Accn. An artificial harb. well sheltered by breakwaters, and with a sufficient depth of water for the largest ships. Charges. On a vessel of 547 tons about £43. Pilotage. On a steamer of 547 reg. tons entering with cargo of 808 tons coal, drawing 161st att. and 151st forward, harb. dues and pilotage £3 148 3d. Towage. On vessel of 1,000 tons about £20

pilotage £3 143 3d. Towage. On vessel of 1,000 tons about 2,000 PORT VENDRE, France. Lat. 42° 30′ 59″ N; long. 3° 7
24″ E. Pop. About 2,100. Accn. The least depth close to the quays is 16st, with an average of 22st.

Towage. Same as Marseilles.

PORTLAND, Me. U.S. Lat. 43° 27′ 32″ N; long. 70° 12′ 9″ W. Pop. About 40,000. Tr.—E. Wheat, peas, flour, pork, lard, lumber, &c. Accn. Has a large, deep, and wellsheltered harb.; vessels of the largest class enter; ships come up to lower wharves drawing 20st at LW. Two dry docks. Charges. On a vessel of 1,050 tons reg., ballast in, lumber out, £200. Pilotage. Pilotage not compulsory. The usual rate is about 8/4 ft, except when an agreement is made, which can be done for 4/2 ft, or even less. Towage. Rates low.
PORTO MULA, Crab Island, W.I. Pop. About 1,100.

Accn. Harb. formed by two reefs extending about three-quarters of a mile. Vessels of 16ft dft. can enter the harb. Porto Mula is situated on the north coast of the island.

PORTO TORRES, Italy. Lat. 40° 50' N; long. 8° 24' E. Pop. About 1,500. Tr.—E. Oil, wine, cereals, skins, and cattle, the latter almost exclusively to Marseilles. Accn. Depth of water sufficient for vessels up to 350 tons. Charges. On vessel of 200 tons about £10. Pilotage. £2 7s 6d,

including mooring.

PORTSMOUTH, U.S. Lat. 43° 4′ 35" N; long. 70° 45′ 50° W. Pop. About 13,000. Tr.—I. Salt, coal, general merchandise; E. Bricks, lumber, hay, apples, potatoes. Accn. At majority of wharves from 20 to 24t LW; a naval station. Dry dock. Cranes to lift 50 tons. Pilotage. Vessels under 12ft ftt. 4/4‡ foot; between 12 and 15ft, 5/5‡, and over 15ft, 6/8‡ foot. No compulsory pilotage. Towage, In or out, between 500 and 1,000 tons £10 11s 5‡d, under 500 tons £6 6s 10½d.

PROGRESO, Yucatan. Lat. 21° 17' N; long. 80° 39' W.

Tr.—E. Hemp, hides, hair. Accn. 10 ft of water at pier HT. Charges. Light dues; sailing vessels £5 28 6d, steamers £10 5s; no charge if arriving in ballast and

loading here.

PROVIDENCE, U.S. Lat. 41° 49'N; long. 71° 24' W. Pop70,000. Tr.—I. Cotton, lumber, coal, salt,
dyewoods, chemicals, iron, wood, &c. Accn. Vessels of 900 tons
can safely enter, and come close to the wharves. Two dry docks.
Charges. On a brig of 247 tons, cargo in and ballast out, £120.
Pillotage. On a brig 247 reg. tons cargo in and ballast out, in
14½tt, £4 118 3½d; out 14½tt, £2 178 0¾d. Towage. On a brig
247 reg. tons, cargo in and ballast out, in £2 108 9d, to New York
through the sound £52 178 3½d.

PUERTO CABELLO, Venezuela. Lat. 10° 30′ N; long-68° 00′ W. Pop. 8,000. Tr.—E. Cedar, mahogany, ore, coffee, cotton, cocoa, indigo, hides, deer skins, and fustic. Accn. There are quays alongside which vessels can load. There is sufficient water for the largest class of vessels. Charges. On vessel 271 tons general cargo £17 6s 7d. Light

dues 3d ton. Wharfage 1d ton daily.

PUERTO CORTES, Honduras. Lat. 15° 51½' N; long-87° 56½' W. Pop. 1,000. Tr.—I. From England cotton, woollen, linen, and silk goods, liquors, wines, hardware, &c.; from U.S. lumber, provisions, cotton goods, and hardware: E. Hides, deer skins, sarsaparilla, indiarubber, cattle, horses and mules, gold, mahogany and cedar, bananas, &c. Accn. A fine spacious harb. with good anchorage in 6 to 9 fms. Charges. On steamers, £6. On sailing vessels; tonnage dues (25 cents.) 1/ per ton in addition to £6 for agent's and customs charges. Steamers pay no tonnage dues, neither do sailing vessels, in ballast. Pilotage. As per agreement.

PUERTO DE MAZARRON, Spain. Lat. 37° 33' N; long-1° 24' W. Pop. 3,000. Tr.— I. Coal and coke; E. Lead and iron ore. Accn. Good bay, considered safe in all weathers, and affording excellent holding ground for steamers riding at anchor. Ships are discharged and loaded by lighters. Charges. On a vessel of 1,000 tons, £80. Pilotage. In and out, £2. Consular agencies, British, French, and Italian.

PUERTO DE PLATA, Hayti. Lat. 19° 46′ N; long. 70° 38′ W. Pop. 3,000. Tr.—I. Flour, codfish, lard, petroleum, lumber, &c.; E. Hides, honey, sugar, mahogany, and lignum vitæ. Accn. Vessels drawing 12ft anchor about a quarter of a mile from the head of the harb., and vessels of larger dft. farther out, in about 5 fms. Charges. On steamer of 937 reg. tons, 3 days £148 175 7d. Tonnage dues 4/2 ton. Sailing vessels about same as steamers. Pilotage. On a vessel of 177 reg.

tons entering at Puerto Plata and proceeding to Cabarete to load mahogany £2 4s 3d; to and from Cabarete £7 5s 10d. Towage.

PUERTO JOBOS, W.I. Lat. 17° 50' N; long. 66° 14' W. Accn. A fine landlocked harb.; 3 to 3½ ims. in the harb.; rise of tide about 2ft. Charges. On a vessel of 250 tons about £10. Pilotage. On a vessel of 247 reg. tons,

captain of port and pilotage £5 is 7½d.

PUERTO PONCE, W.I. Lat. 17° 56′ N; long. 60° 29′ W.

Pop. 17,000. Tr.—I. Breadstuffs, pro-

visions, dry goods, lumber, petroleum, liquors, iron, cooperage; E. Sugar, molasses, tobacco, hides, cattle, coffee, starch, oranges, and cotton. Accn. No vessel drawing more than 16st should charter for this port. Charges. On a vessel of 320 tons about £178 Pilotage. From £1 178 6d for vessels up to 80 tons, in and out, payable in Spanish money, to £6 5s for vessels of 1,000 tons; upwards £8 6s 8d; changing berth each time, quarter pilotage rates; all vessels entering or leaving port between sunset and sunrise, double rates.

PUGWASH, N.S. Lat. 45° 52' N; long. 63° 45' W. Pop. 2,000. Tr.—E. Timber and agricultural produce-Accn. Vessels lie securely in a small enclosed basin with a depth of 6 fms. 16st at LWOST. on bar; Sp. rise 7st and N. 4st. Charges. Harb. dues £1. Pilotage. On a vessel of 306 reg. tons, in and out £5. Towage. £6 5s to £10 10s, according to size.

QUEBEC, Canada. Lat. 46° 49' N; long 71° 31' W. Pop60,000. Tr.—I. Dry goods, groceries, salt, coals,
hardwares. liquors, &c.; E. Timber, deals, grain, &c. Accn. A
sale and commodious harb. The largest vessels can lie alongside the wharves. Eight floating dry docks, one graving dock, and one patent slip. Charges. Harb. dues on vessels, under 1,000 tons 2d, over 1,000 tons 1d ton per day. Tonnage dues 21d reg. ton. Dock dues 10d. ton. Charges on a vessel of 538 tons inwards about £87. Ships are liable for moorage and wharfage, unless stipulated. Wharfage about 6½d ton. Pilotage. Varies from 6/ foot to 28/ foot according to distance and time of year. Towage. Varies according to distance and time of year. 10wage. Varies according to distance and size of vessel. For vessels of 300 tons £10 98 2d; 1,800 tons £46 178 6d. If employed by day, first day £52 18 8d; every subsequent day, £41 138 4d. If by hour, first hour £5 4s 2d; every subsequent hour £2 12s 1d. After November 1 a special arrangement must be made for towages up and down. Towing only to or from Quebec 50 per cent. additional. QUILLEBŒUF, France. River Seine. Pilot station. Eng. Broker. Le Rref.

Broker. Le Bret.

QUILLIMANE, Africa. Lat. 18° 1' 24" S; long. 36° 59' 27"

E. Pop. 3,500. Accn. 9ft of water on bar; tides rise 16ft. Vessels of 16ft have recently crossed bar. Pilotage £2 10s for each vessel. Towage from £15 to £25.

QUILLON, India. Lat. 8° 35' 30" N; long. 76° 36' E. Pop. 30,000. Tr.—I. Piece goods; E. Cocoanut oil, color parts. The second form.

30,000.

coir mats, yarn, and fibre. Accn. Anchorage 4 to 5 fms.

RABAT, Spain. Pop. 40,000. Tr.—I. Cotton goods, iron, tea, coffee, sugar, silk and cotton handkerchiefs, knives, cloth, crockery, candles, cotton, spices, &c.; E. Wool, wax, maize, beans, goat and sheep skins, carpets, and slippers. Accn. Anchorage perfectly safe. Depth on bar of river Bouregreg

varies from 7ft at neaps to 12ft at springs. Charges. Pilotage in and out, 2d. a ton. Anchorage, 1d. a ton. Crane to lift 2 tons.

RAGUSA, Austria. Lat. 42° 38′ 30″ N; long. 18′ 5′ 30″ E.

Pop. 9,000. Tr.—I. Manufactured goods; E.

Soap, silk, olive oil, malmsey wine, leather, and tobacco. Accn.

Has space for a few small vessels. The port is a cove on the east side of the town. About 3 fms. Charges. Port charges, too to

200 tons 3d, 200 to 400 tons 4d, 400 tons and upwards, 4 d ton.

RANDERS, Denmark. Lat. 56° 28' N; long. 10° 3' W.

Pop. 13.547. Accn. 12ft on bar and anchorage
in 4 to 5fms. Charges. Tonnage dues, 6 d ton with cargo in

RANGOON, Burmah. Burmah. Lat. 16° 45′ N; long. 96° 17′ E. Pop. about 134,176. Tr.—L. Manchester piece goods, twist, iron, hardware, common cotton cloths, all European necessaries for table and household purposes; E. Rice, timber, cotton, gold, shellac, copper, hides, horns, earth oil, ivory, wood, oil, wax, rubber, amber, precious stones, &c. Accn. Rangoon is accessible to vessels of the largest tonnage. There are 24ft of water on the bar at neaps and 30ft at springs. A gridiron. Charges. Port dues 4/, light dues 1/6 per ton. Harb. master's fee (in and out) £5.4s. Pilotage. Vessels in tow of steamers pay three-fourths, and steamers half the rates. Inward minimum, 9 to 10ft dft., full £3 12s; quarter 18/; half £1 16s; three-quarters £2 14. Maximum, 25 to 26ft dft., full £55. Outward minimum same as inward. Maximum, 25 to 26ft dft., full £60. Harbour rates: -For mooring and unmooring within the limits of the port £2 125; placing on or taking off the hard, mooring or unmooring under fours, docking and undocking, or pilotage into and out of the Pazoondoug Creek, including mooring and unmooring, £3 4s. Towage. From 90-horse power to 120, £30; 60 ditto to 90, £20, with additional charge for back steam £10 day.

RETHYMO, Turkey. Lat. 35° 22' N; long. 24° 28' E. Pop. 8,000. Tr.—I. Calicoes, cotton twist, flour, &c.; E. Olive oil, soap, wine, raisins, oranges, &c. Accn.

Harb. generally 9ft and sometimes 11ft deep.

REVEL, Russia. Lat. 58° 15' N; long. 22° 30' E. Pop. 50,000. Tr.—I. Cotton, tea, machinery, salt, herrings, coals, and all sorts of merchandise; E. Wheat, rye, oats, barley, linseed, flax, buckwheat, codilla, hemp, hemp yarn, spirits, horsehair, skins, oil cake, and bone ash. Accn. Merchant harb. has 21st of water. Vessels drawing 22st can anchor in man-of-war harb. Charges. Port charges on a steamer of 800 tons are now only £26 os 8d. Pilotage. There are no regular Government pilots, but one can always be obtained from the island of Nargen; he is paid by agreement, generally £1 2s 9d to £2 15s 3d, according to season and weather, and size of ship. On entering the harb, vessels get a harb, pilot, whose fee is 6/6 for vessels under 200 tons; 9/9 for vessels of 200 to 400 tons; 13/ for vessels of more than 400 tons.

RHODES, Turkey. The island lies between lat. 35° 52' N and 36° 28' N; long. 27° 43' E and 28° 18' E. Pop. about 28,000. Tr.—The only I. in British vessels is coal for the use of the steamers; E. Oil, wax, dried vegetables, skins, and sponges from the neighbouring islands and mainland. Accn. Has zwo harbs., the Liman and the Darsena (Arsenal), the Liman 16ft, and the Darsena 13st. Charges. Light dues 1d reg. ton. Pilofage. No fixed charges, but vessels usually pay £2 for entering

and clearing.

RICHIBUCTO, N.B. Lat. 46° 38' N; long. 66° 55' W.

Pop. 2,000. Tr.—E. Timber, preserved Accn. Vessels drawing more than 151st cannot cross bar. Vessels inside load in 18ft water alongside wharves. Charges. Tonnage dues 3d ton. Wharfage 4/2 to 6/3 day. Pilotage. In or out, 6/3 foot. Towage. A steamtug can be had if necessary. RICHMOND, U.S. Lat. 37° 30′ N; long. 77° 26′ W. Pop. 77,500 (in 1878). Tr.— A large quantity of salt in bags is imported. E. Flour in barrels to the Brazils and England in the summer correct to the Meditary.

in the summer season, tobacco to the Mediterranean. Accn. Vessels drawing 16ft can reach Richmond, and those of 18ft dft. can reach City Point at LWST. Charges. No wharfage. Harb. dues 1d reg. ton. Pilotage. From sea to Hampton Road drawing up to 12ft 10/64 foot, from 12 to 16ft, 13/32 foot, from 16 to 18ft, 16/32 foot. Towage. 1/8 reg. ton (up and down) from Hampton Road to Richmond and back to Hampton Road.

RIGA, Russia. Lat. 57° 3′ 22″ N; long. 24° 1′ 30″ E. Pop. About 170,000. Tr.—I. Coffee, cottons, woollens, fruits, herrings, oil, indigo, salt, tobacco, wines, spirits, sugar, &c.; E. Flax, hemp, wheat, rye, barley, oats, linseed, wool, hides, tallow, timber, tobacco, spars, feathers, and hemp seed. Accn. Usual depth of water on bar 16 to 17ft, and 20ft alongside quay. Vessels 16 to 17st can ascend river as far as inner harb. A patent slip, 715st long, for vessels up to 1,200 tons. Crane to lift 25 tons. Charges. Port charges on a vessel of 247 tons £10. Pilotage. On a vessel of 247 reg. tons, ballast in and cargo out £3 128 4d. From Bught in Muhlgraben 9/9. Towage On a vessel of 247 reg. tons, ballast to and cargo out:—From Bolderaa to Bugt £1 128 6d;

Bugt to Muhlgraben £2 8s 9d: Muhlgraben to sea £4 11s.

RIO DE JANEIRO, Brazil. (Atlantic.) Lat. 22° 54′ 42″ S;
long. 43° 9′ W. Pop. 380,000. Tr.—

I. Cotton manufactures, flour, wine, hardware, salt, fish, butter, coals, cordage, copper, iron, lead, leather, paint, tea, wax, vermicelli, &c.; E. Coffee, sugar, hides, horns, rice, rum, rosewood, ipecacuanha, tobacco, tapioca, gold, and diamonds. Accn. One of the finest harbours in the world, but the dock accommodation is very limited. The least water in the harbour is 5½ fms., and there is deep water all the way to the anchorage off the town. To the northward of the anchorage the water continues deep, and the harbour is navigable for small vessels in every part of it. Two graving docks, one 300 by 70 by 28, and one of larger dimensions. Charges. On a vessel of 200 reg. tons £43. Pilotage. There are native pilots, and one is generally employed. No rates given. Towage. If required, good tow-boats are to be had, but there are no dangers in entering the port, there being from 5 to 6 fathoms of water all the way to the anchorage. The rates are very high, amounting to £90 for a vessel 1,500 tons, both ways.
RIO GRANDE DO SUL, Brazil. (Atlantic.) Lat. 32° 07' S.;

long. 52° 05' W. Pop. 16,000. Tr.—I. Coal, salt, wine, spirits, flour, oil, lard, candles, and manufactured goods; E. Hides, dry and salted, horns, bone and bone-ash, dried beet, wool, hair, &c. Accn. The port stands 7 miles from the bar; the anchorage is fairly good, but vessels scmet

drag. No vessel drawing more than II aft. should attempt to cross the bar. Ships with that dft. are sometimes detained a fortnight. All foreign vessels, except those with general cargoes, and vessels of light dft. proceed on their arrival to the anchorage of San José do Norte, where salt-laden vessels discharge their cargoes. The anchorage there is good in from 5 to 7 fms. Coal-laden vessels are thence ordered to the town of Rio Grande, distant about 3 miles, to discharge, but the vessel must first be lightened to 91st Charges. The port is a very expensive one. All charges on a vessel are calculated in Brazilian tons, or 28 per cent. more than English reg. tonnage. The total expenses are estimated at £1 per reg. ton. Pilotage. The pilotage rates are very heavy, and many masters prefer to take steam. Towage. There are two powerful steamtugs, but the charges are also very high—about 1/9 per reg. ton. A vessel of 123 reg. tons paid £11 5s for being towed over the bar outwards, which occupied about 20 minutes.

ROCHEFORT, France. Lat. 45° 56′ N; long. 0° 58′ W. Pop. 29,000. Accn. Two floating docks and a dry dock. Vessels drawing 22ft remain affoat in the port. 22ft in the docks, and general depth in the river 18ft to 20ft LW. Above the dry dock is the old harb., with 23ft of water. Charges. Vessels at this port are exempt from dock dues. Charges of all kinds for sailing vessels discharging a cargo and returning in ballast come to about 3/7 reg. ton. Pilotage. According to distance of stations, as follows:—Sea to Isle of Aix 15/10 to £4 3s 1½d; Isle of Aix to Port au Basque 9/6 to £3 3s 4d; Port au Basque o Soubise 8/9 to £2 11s 1d; Soubise to Vanguard, or Vanguard to Rochefort 7/11 to £1 17s 6d, according to dft. Towage. 7d reg. ton from Aix roads to Rochefort or Charente, or 9½d for vessels coming up laden and down in ballast, or 11½d with cargoes both up and down. Eng. Brokers. V. Bachelar, E. Bachelar, C. Lafitte, G. Limousin.

ROCHELLE, France.—See La Rochelle.

ROCKHAMPTON, Queensland. Lat. 23° 30' S; long. 151° E. Pop. 8,500. Tr.—E. Wool, gold, copper, hides, tallow. Accn. Vessels of 13ft can go to wharf. Pilotage. 5d per ton, minimum £2.

RONNE, Island of Bornholm. Lat. 55° 5′ N; long. 14° 47′ E. Tr.—I. Coal, timber and iron; E. White and grey clay, rough and hewn granite, grain, &c. Accn. 22ft at entrance, 18ft inside. Vessels can be repaired and repainted. Ronne is the capital of the island, the population of which is 38,000. Charges. Vessel of 200 tons about £8 in, and £2 10s out (in ballast), £2 with cargo.

ROSARIO, Argentine Confederation. Lat. 32° 57' S; long. 60° 36' W. Pop. 52,000. Tr.—I. Lumber, coals, petroleum, manufactured goods, &c.; E. Wool, hides, bones, tallow, copper, &c. Accn. Vessels should not draw more than 16ft when laden, though a good many vessels drawing 17ft have from time to time loaded or discharged here. Charges. About 2\frac{3}{4} reg. ton inclusive. Pilotage. Port pilot, for mooring into wharf, or going to sea 25/.

ROSETTA HARBOUR.—See Port Elliott, Victor, and Rosetta Harbours.

ROSTOCK, Germany. Lat. 54° 4′ N; long. 12° 15′ E. Pop. 40,000. Tr.—I. Coal, salt, iron, limestone, herrings and other provisions, timber, chalk, and colonial produce; E. Wheat, barley, oilcake, bones, peas, and rags. Accn. Vessels of 14st dst. may ascend the river to this port. A large iron shipbuilding yard and patent slip. Pilotage. From sea to Warnemünde about 3/ foot, and vice verst; from Warnemunde to Rostock and vice verst as follows:—From 9/3 for vessels of 50 to 75 reg. tons, to about 19/ for vessels of 175 reg. tons, and larger. Towage. Between Rostock and Warnemünde:—From 36/ for vessels up to 100 reg. tons in ballast, and 42/, with cargo, to 80/ and 95/ for vessels of 381 to 400 tons; each 20 reg. tons larger size 5/ additional. From sea to Warnemunde, or vice verst:—From 30/ for vessels up to 150 reg. tons to 50/ for vessels of 221 to 240; each 20 reg. tons larger size 5/ additional.

ROTTERDAM, Holland.—Lat. 51° 55′ N; long. 4° 30′ E. Pop. 190,500. THW. 3h 45m; Sp. rise 7ft. Tr.—I. Grain, coals, ores, drugs, dye-stuffs, chemicals, East India produce, sugar, coffee, tobacco, petroleum, cotton, rice, rags, guano, African produce, &c.; E. Provisions, manufactured goods, oxen, sheep, pigs, horses, sugar, &c. Rotterdam is one of the most important ports on the Continent. Of the total navigation of the Netherlands, no less than three-fifths pass through this port. Since the construction of the New Waterway vessels of the largest size are able to reach Rotterdam quickly and safely, ships drawing 21ft. coming up at any time, and those drawing 24 to 26ft. at high water. Formerly it took two or three days to reach Rotterdam from the sea; now it is done in two hours. Improvements are being steadily carried out in the direction of increased facilities for shipping, with the result that the trade of the port has more than doubled within the past fifteen years. There are three floating dry docks 288ft, 298ft, and 157½ft respectively, and two slips for vessels up to 1,200 tons. On the port hand when going up the New Waterway to Rotterdam are Massluis, Vlaardingen, an important fishing centre, and Schiedam, which has a large grain trade, and 400 distilleries. Cranes to lift 60 tons. Charges. Harbour dues 1½d, per ton No tonnage or light dues. Pilotage. Steamer of 1,000 tons. Sea pilotage:—

	Summer.	winter.		
	April 1 to	Oct. z to		
	Sept. 30.	March 31.		
	£ s. d.	£ s. d.		
Inwards, 15ft	5 0 4	6 12 0		
,, 16ft	5 14 4	7 14 0		
,, 16ft	2 12 6	3 0 0		
,, 16ft	3 5 4	3 14 8		
,, 101	3 3 4	3 ** 0		
Diver piloteen inwards and outwards .				
River pilotage, inwards and outwards:				
15ft	I I IO	I 5 10		
16ft	140	1 7 10		
C-11				
Sailing vessel of 1,000 tons. Sea pilot	age :—			
Inwards, 17ft	0 4 0	11 17 0		
,, 20ft		23 0 0		
Outwards, 17ft	7, -3	6 13 4		
" 20ft	12 16. o	13 12 0		
River pilotage, inwards and outwards:				
17ft	I 12 O	т 16 8		
20ft	230	300		

SAN JUAN, W.I. Lat. 18° 22' N; long. 60° 7' 15" W. Pop. 25,000. Tr.—I. Salt fish and meat, timber, butter, and machinery; E. Sugar, molasses, rum, and coffee. Accn. 38ft at the entrance, and 24ft alongside the coal wharf. Charges. On a vessel of 377 reg. tons about £10. Pilotage. On a barque 377 reg. tons, pilotage and weighing anchor £4 15s 10d.

a barque 377 reg. tons, pilotage and weighing anchor 4 15s Iod.

SAN SEBASTIAN, Spain. Lat. 43° 19′ 30″ N; long. 2° 0′
6″ W. Pop. 20,000. Tr.—E. Iron,
wool, &c. Accn. San Sebastian has a dock to contain 32 vessels
of 200 tons each. At the entrance of the harb. and dock during
ST. and NT. 18 and 11st respectively. A vessel drawing 12st can
nearly always enter both harb. and dock. Charges, Duty 6d ton
on all merchandise imported. Pilotage. Compulsory for entrance
but not for departure for all vessels above 50 tons. Vessels of 50 to
100 tons £1 5s; 100 to 200 tons £1 11s 3d; above 200 £1 17s 6d.

SANTA CRUZ, Teneriffe. Lat. 28° 28′ 30° N; long. 16° 15′ 09″ W. Pop. 20,000. Tr.—I. Hardware, earthenware, cotton and woollen goods, coals, stores, leather, and dry goods generally; E. Wine, cochineal, tobacco, paving stones, provisions, fruit, &c. Accn. There is good anchorage where the largest vessels can safely lie close to the shore. Harbour works are making considerable progress. Cranes to lift 2 to 6 tons. Charges. This is a free port. Supplies are cheap, and excellent fresh water can be obtained. Pilotage (NP.) By day, 14/1; by night, 28/2.

can be obtained. Pilotage (NP.) By day, 14/1; by night, 28/2. SANTANDER, Spain. Lat. 43° 27′ 52″ N; long. 3° 47′ 7″ W. Pop. About 40,000. Tr.—I. Sugar, textile fabrics, salted codfish, pitch, &c.; E. Iron and copper ore, quicksilver, wheat, flour, wool, wine, and cobalt. Accn. The largest vessels can enter the port as far as the anchorage opposite the town. Charges. On a ship of 500 tons reg., with cargo in and out, about £15. Pilotage. All vessels above 50 tons mustake a pilot. On a brigantine of 108 tons reg., cargo of pitch in and ore out, in £1 11s 3d, out £1 11s 3d, gratuity to pilot 4/2. Towage. Towages in harb. of vessel of 500 tons about 40/. SANTOS, Brazil. Lat. 24° 30′ S; long, 46° 15° 30′ W. Pop. About 11,000. Tr.—I. Flour, manufactured goods and wares, lumber, petroleum, machinery, &c.; E. Coffee, sugar, rum, tobacco, rice, cotton, hides, &c. Accn. The harb. is formed on the E. by the island of St. Amaro, and on the W. by the island of Enouga Guacu. The harb has 4 to 10 fms water. On the E. side

About 11,000. Tr.—I. Flour, manufactured goods and wares, lumber, petroleum, machinery, &c.; E. Coffee, sugar, rum, tobacco, rice, cotton, hides, &c. Accn. The harb. is formed on the E. by the island of St. Amaro, and on the W. by the island of Eugua Guaçu. The bay has 4 to 10 fms water. On the E. side is the principal entrance to the harb, where vessels may lie in 30ft of water. Charges. On a vessel 200 tons £42 3s. Discharging at Custom-house free. Pilotage. From 26/ to 32/ vessel.

SARAWAK, Borneo. Lat. 1° 02′ N; long. 110° 18′ E. Pop. 20,000. Tr.—I. Cloth, brassware, salt, opium,

20,000. Tr.—I. Cloth, brassware, salt, opium, tobacco, crockery-ware, rice, provisions, wines, beer, spirits, tea, ironware; E. Rice, timber, edible birds' nests, beeswax, pepper, canes, camphor, fish, sago, flour, gutta percha, raw and pearl sago, paint, antimony, indiarubber. Accn. Deep water alongside wharf for vessels of 1,000 tons; and at Kuching there are two wharves. Lowest depth of water in the navigable channel 2½ fms. Sp. rise 18tt, and N. rise 10tt. Charges. Buoy and light dues about ½d ton. Pilotage. 8/4 foot. Towage. As per agreement.

SARPSBORG, Norway. Tr.—E. timber, deals, ice, battens.

SARPSBORG, Norway. Tr.—E. timber, deals, ice, battens.

Accn. Sarpsborg is about 6 miles above

Frederikstadt, and vessels drawing 20ft can ascend as far as town

and lie close alongside quay. Charges. On vessel of 320 tons about £36. Pilotage. On a vessel of 320 tons, in and out £5 8s 4d. Towage. On a vessel of 320 tons, in 65/.

Towage. On a vessel of 320 tons, in 65/.

SATILLA RIVER, U.S. Lat. 30° 54′ N; long. 81° 32′ W.

Tr.—E. Deals and boards are principally shipped to the Plate. Accn. There are always 18ft of water on the bar. Vessels drawing more than 14½ft complete loading at a land-locked harb. just below the flood shoals. Pilotage. A barque of 430 reg. tons entering with ballast and leaving with cargo, 14½ft dft., in and out £25 158 11½d. Towage. A barque of 430 reg. tons, entering with ballast and leaving with cargo, from the Mills to Jekyl Island, about 16 miles, and below the shoals £11 138 7½d.

SAVANA LA MAR, Jamaica. Tr.—E. Sugar, rum, coftee, hides; I. Manufactured goods, beer, spirits, provisions. Accn. Depth of 22ft inside reef. Charges.

hides; I. Manufactured goods, beer, spirits, provisions. Accn. Depth of 22st inside reef. Charges. Light dues 3d, per ton, on sailing vessels only. Harbour dues: under 12st 10/; over 12st 20/. Pilotage. Inwards 30/6; out 25/, for 7st, each additional foot 4/ in, 3/ out. Towage. A steam launch available.

SAVANNAH, U.S. Lat. 32° 1′ 21″ N; long. 80° 50′ 33″ W. Pop. About 35,000. Tr.—I. Pig-iron, &c.; E. Rice, cotton, and lumber. Accn. On Tybee bar 19ft at LW. Sp. rise 17ft. At ST. vessels of 18 to 19ft dft. can go up to town. Graving dock 340 by 80 ft, and slip railway for vessels of 1,200 tons. Charges. On a barque of 606 tons, cargo in and out £83 88 &d. Pilotage. According to dft. and distance. Minimum 6ft, U.S. vessels, bar pilotage, and to Cockspur £2 105 11\frac{3}{2}d, foreign ditto £3 168 9d; U.S. vessels from Cockspur to Savannah £1 11s 1\frac{1}{2}d, foreign ditto £2 65 6\frac{3}{2}d; maximum 20ft, U.S. vessels bar pilotage and to Cockspur £1 11s 11\frac{1}{2}d, foreign ditto £2 4 165 8\frac{1}{2}d, U.S. vessels from Cockspur to Savannah £1 11s 1\frac{1}{2}d, foreign ditto £1 175 11\frac{1}{2}d. Detention of pilot per day 18/3. All vessels bound up or down river and detained one tide to alter the trim of the vessel pay the pilot a sum of £1 11s 8\frac{1}{2}d, but no detention for that day. Towage. Vessels with cargo over 300 reg. tons, per ton City to Tybee, or direct to sea 7\frac{1}{2}d; sea to City 7\frac{1}{2}d; Venus Point to City 5d; Obstructions to City 3\frac{1}{2}d; Venus Point to Tybee or direct to sea 5d; if anchored at Tybee £10 11s 5\frac{1}{2}d extra to sea. Vessels in ballast over 300 reg. tons, sea buoy or Tybee or direct to City 6d; Venus Point to City 4d; Obstructions to City 2\frac{1}{2}d; Long Island to City, with cargo £7 8s 0\frac{1}{2}d; or to Obstructions £3 3s 5\frac{1}{2}d; or to Venus Point £6 6s 10\frac{1}{2}d. When a boat goes to Venus Point, or to any intermediate point, to tow a vessel out or in, and vessel does not go, £8 9s 2d. When a boat goes below Venus Point, or to Tybee, and vessel does not go, £10 11s 5\frac{1}{2}d. When a vessel under weigh stops by getting aground or from any other cause £8 9s 2d for each tide per boat above Venus Point; below £10 11s 5\frac{1}{2}d. For boats getting up steam by orders and vessel refusing to go £2 2s \frac{3}{2}d.

getting up steam by orders and vessel refusing to go £2 2s 3\frac{1}{2}d.

SAVONA, Italy. Lat. 44° 18" 42' N; long. 8° 9' 29" E. Pop.
29,000. Tr.—I. Coke, coal, old iron, pig-iron,
grain, colonial goods, wine, clay, &c.; E. Staves, dry chestnuts,
wooden hoops, oil, earthenware, &c. Depth of water 22 to 25\frac{1}{2}tilder inside mole; vessels drawing 22\frac{1}{2}t lie alongside quays. Crauses to

lift from 2 to 15 tons. Charges. On vessel of 1,000 reg. tons coal in and ballast out, about £110. Anchorage dees increased \(\frac{1}{2}\)d since 1886. Sevelore's charges 7d per ton of coal. Pilotage. For every vessel eveloping a pilot 11/10, besides \(\frac{1}{2}\)d for each reg. ton of the vessel. Towage. By agreement.

SETUBAL, Portugal. Lat. 38° 31′ N; long. 8° 53′ W. Pop. About 25,000. Tr.—E. Oranges, lemons, grapes, corn, wine, salt, cork wood, and spirits; woven goods are not allowed to be imported into this port. Large quantities of sardines are now shipped from this port. Accn. In channel off bar at LW. there is 14ft at ST., NT. 15ft; at HW. 23ft to 28ft; tides rise from 8ft to 10ft. Pilotage. 1½d ton measurement up to 150 tons, every ton above that ½d; maximum £1 11s 3d, and minimum 8/4. Pilot receives for his services on board outside the harb. or inside the river Sado 4/2 the first day, and 3/4 day after.

SEVILLE, Spain. Lat. 37° 10′ N; long. 6° 10′ W. Pop. 134,000. Tr.—I. Hides, hemp, flax, iron, manufactured goods, and colonial produce; E. Manzanilla and Amontillado wines, lemons, oranges, wool, &c. Accn. The river as far as Seville is navigable for vessels drawing 13½ft to 15ft, and ST. 15ft. Pilotage. In the Guadalquivir river from Bonanza to Seville, payable on ship's gross tonnage:—From £1 17s 6d for steamers and vessels under 60 tons towed and £2 1s 8d for vessels under 60 tons sailing, to £3 15s for steamers and vessels above 800 tons towed and £4 11s 8d for vessels above 800 tons sailing. Mooring tariff payable on ship's gross tonnage, from 2/6 to 7/6. Towage. As per agreement, from £8 6s 8d to £10 8s 4d, not drawing more than 14½ft; above, from £12 10s to £14 11s 8d from San Lucar to Seville, and vice versa.

SHANGHAI, China. Lat. 31° 15' N; long. 121° 28' E. Pop. about 400,000. Tr.—I. Cotton and woollen manufactures, and sugar; E. Tea, silk, cotton, gold, &c. Accn. Vessels of 24tt dft. can ascend as far as Shanghai at ST. There are five dry docks, 325ft, 330ft, 345ft, 380ft, and 450ft respectively. Cranes to lift from 3 to 12 tons. Charges. On a vessel of 740 reg. tons £5 4s 9d. Pilotage. Gutzlaff to Shanghai, sail. ves. about 25/, s.s. 20/. Lightship to Shanghai, sail. ves. about 22/6, s.s. 20/. Wusung to Shanghai, sail. ves. about 10/, s.s. 7/6. Sea to Wusung, sail. ves. about 17/6, s.s. 15/. Same rates outward. Towage. On vessel of 1,199 reg. tons, coal in and ballast out, towing in and out, and from and to moorings £82 10s.

SHEDIAC, N.B. Lat. 46° 16' N; long. 66° 35' W. Pop. 1,000. Tr.—E. Lumber. Accn. Port, easy of access, is recognised as a harb. of refuge. Vessels can now load to 14ft or more at the wharf before moving out into the stream. Ships from 800 to 1,000 tons load inside to 18ft. Charges. Tonnage and light dues 1d ton. Harb. master 16/8 to 20/10. Pilotage. In 6/3 foot, out 3/9 foot.

SHEET HARBOUR, N.S. Lat. 44° 47′ 25″ N; long. 62° 32′ 43″ W. Tr.—E. Lumber. Accn. A perfectly safe and almost landlocked harb., and can receive vessels of any dft. Charges. Charges and dues on a barque of 600 tons £65 18s 9d. Pilotage. On a barque of 600 tons, in and out £6.

SIERRA LEONE, Africa. Lat. 8° 29′ 57″ N; long. 13° 14′ 30″ W. Tr.—I. Cotton goods, gunpowder, clothing, hardware, haberdashery, rum, and gin; E. Gold, ground nuts, copal, palm oil, palm nuts, ginger, hides, ivory, rice, tobacco, timber. Accn. Safe and commodious harb., with sufficient water for the largest vessels afloat. Ships of any size can lie in harb. Charges. Tonnage dues 1/, light dues 3d, harb. dues 2d reg. ton. A vessel of 230 tons d. w., drawing 11ft, cost £28 14s 9d. Pilotage. In 5/ foot, out 2/6 foot. Towage. By agreement.

SIERRA MORENA, W.I. Lat. 22° 58' N; long. 80° 30' W. Tr.—E. Molasses. Accn. Vessels of

1111ft dft. can safely enter. SINGAPORE, Straits Settlements. Lat. 1° 17' N; long. 103° 51'E. Pop. 120,000. Tr.—E. Gambia, 103° 51′ E. tin, sago, tapioca, white and black pepper, tortoiseshell, mother-ofpearl, gutta percha, nutmegs, mace, camphor, gum elastic, coffee, sapan wood, shellac, rattans. Accn. The new harb. possesses wharves and jetties. Vessels drawing 19st to 24st can discharge and load with ease and despatch alongside at all times. The new Albert Dock is 467ft long, 60ft wide at the entrance, and has a depth of 21ft. Four graving docks. Shear legs to lift from 5 to 45 tons. Charges. Is a free port. No tonnage or harb. dues. Pilotage. Inwards:— From Cyrene Shoal to Patent Slip and Dock Co., per foot dft. 3/11d; from Cyrene Shoal to any part of the new harb., or passing through new harb. to eastward 4/2; from eastward to Tanjong Pagar 3/11; from any other part of new harb., or passing through new harb. as far as Cyrene Shoal, 4/2. Outwards: From Tanjong Pagar to eastward 3/11; from any other part of new harb., or passing through new harb. to eastward, 4/2; from Patent Slip and Dock Co. to westward as far as Cyrene Shoal 3/12; from any other part of new harb., or passing through new harb. westward as far as Cyrene Between Cyrene Shoal and Sultan Shoal, to or from, Shoal, 4/2. half the above rates in addition, $3/1\frac{1}{2}$; from one part to another of new harb, South Channel, Penang, $3/1\frac{1}{2}$; passing through from South 4/2; ditto North $3/1\frac{1}{2}$; vessels entering from the North are liable only to a charge for berthing of £1 os 10d; mooring and unmooring vessels when no pilotage is charged, each £1 os 10d.

SKUTSKAR, Sweden. Tr.—E. Wood goods. Accn. A safe and commodious harb. Vessels not drawing more than 24ft can load in harb. Charges. Port charges are reasonable. Pilotage. On a vessel of 222 tons reg. entering in ballast, leaving with a cargo of 107 standard deals, in £1 05 9d, out £1 105 7dd. Towage. On a vessel of 222 reg. tons with a cargo of deals, to sea £2 25 6d.

SLITO, Sweden. Tr.—I. Coal, imported chiefly for the use of steamers calling in; E. Timber and lime. Accn. One of the best harbs. in the Baltic, with 20 to 30st. The inner harb. can accommodate a few small vessels close to the pier in 12 to 16st of water. Charges. On a brig 171 reg. tons £21 10s. Pilotage. On a brig of 171 tons reg. loading part of cargo at Wisby and finishing loading at Slito—at Wisby, inwards and gratuity £1; at Slito, in and out £1 is 2\frac{3}{2}d.

SMYRNA, Turkey. Lat. 38° 25' 40' N; long. 27° 9' 10" E.

Tr.—I. Manufactured goods, furs, grain, coals, iron, tin, cotton, coffee, copper, earthenware, &c.; E. Fruit, raw

silk, valonia, madder, roots, liquorice, carpets, cotton, wool, sponges, opium, &c. Accn. The principal port in the Levant; vessels can lie alongside the quays in 24ft of water at end of railway pier, and 12st alongside it. Charges. On a schooner of 140 tons £50 (cargo in and out). Pilotage. There are no regular pilots; they are generally engaged outside by masters to assist in navigating their vessels to the entrance of the gulf; the charge for this is about £1. Towage. 18/ each time.

SODERHAMN, Sweden. Lat. 61° 17' N; long. 17° 5' E.
Pop. 4,000. Tr.—E. Iron and wood. Accn.
Vessels can load 16ft 4in English. Charges. On vessel of 500 tons £32 9s. Pilotage. On a steamer of 500 tons reg. coming from a foreign port in ballast, cargo out to a foreign port, in, 10ft, 16/9; out, 17ft, £1 10s 6\frac{3}{2}d; to Prestholm, 17ft, 17/2. On a sailing vessel 300 tons reg. from foreign port in ballast, cargo out to foreign port, in, 9 ft, 14/8; out, 17 ft, £1 10s 6\frac{3}{2}d. Towage. On a steamer of 500 reg. tons coming from a foreign port in ballast,

cargo out to foreign port, to Prestholm £2 2s 6d.

SOURABAYA, Java. Lat. 7° 13′ 8″ S; long. 112° 46′ E. Pop.
127,500. Tr.—I. Calicoes, canvas, glasswares,
porcelain, paper, iron, petroleum, candles, &c.; E. Sugar, rice,
coffee, hides, indigo, tobacco, pepper, &c. Accn. A basin capable
of containing 20 vessels of from 100 to 800 tons. Has a dry dock 280ft long and a patent slip. One of the chief towns of Isle of Java. Charges. On ship of 803 tons, sugar cargo, about £35.

Pilotage. (Not compulsory.) About £8 or £9.

SPALATO, Austria.—Lat. 43° 30′ 11″ N.; long. 16° 26′ 10″

E. Pop. about 20,000. Principal export, wine,

which is carried to France by English steamers. Accn. The harbour is safe, and sheltered by a breakwater. The depth varies from 13 to 25st. There is a rising trade here, owing to the new railway.

SPÉZZIA, Italy. Lat. 44° 4′ 29" N; long. 9° 50′ 30" E. Pop.
About 35,000. Tr.—I. Coal, iron, timber, flour, and hides; E. Oil, manganese ore, pig-lead, silver, grain, wine, and sandstone for paving purposes. Accn. Depth of water 12st at entrance of inner harb. There are two openings on land side, E. and W., latter 200 and former 400 yds wide. Vessels usually anchor off town, in 5½ fms. A breakwater has been built 2½ miles from town across gulf. Dry dock. Crane to lift 150 tons. Charges. Tonnage dues 51d ton. Sanitary dues 2d and sailing vessels 21d ton. SPRANGSVIKEN, Sweden. Tr.—E. Deals and tar. Accn.

Fine harb., where vessels can load to 20ft. Charges. On vessel of 600 tons, ballast in and cargo out £65. Pilotage. On a vessel of 506 tons reg., ballast in and cargo out drawing 184ft loaded, in £2 is 34d; out £2 i3s 114d. Towage. On a vessel of 506 reg. tons, ballast in and cargo out, drawing 184ft loaded, from Hernosand to Sprangsviken £4 10s 34d.

ST. AMARO.—See Santos. ST. BRIEUC, France. ST. BRIEUC, France. Pop. 17,833. Tr.—E. Butter, onions, potatoes, pitwood, and bones. Accn. Suitable for vessels of 10ft draught. Springs rise 19ft, neaps 6 to

9ft. Charges. On vessel of 32 tons, about £1 16s.

ST. GEÖRGE, N.B. Lat. 45° 6' 8" N; long. 66° 54' 2" W.

Pop. 800. Tr.—E. Deals, boards, and firewood. Accn. Harb. well sheltered, able to accommodate about

twenty ships. Vessels moor with both anchors ahead, and two hawsers astern, made fast to wharves about 30 to 60 fms off, ships lying afloat at all times. ST. rise about 26st, but there is not sufficient water for vessels loading alongside wharves without grounding. Charges. As per agreement. Expenses of a vesse loading about 6/ ton. Pilotage. Inwards from outside pilot station 10/5 foot, from inner station 6/3 foot; outwards is 2/1 less to outside station, but the same to inner station. Towage. A steamtug can be had if necessary.

ST. HELENA. Lat. 15° 55' S; long. 5° 43' W. Pop. 5,000. Tr.—I. Sheep, cattle, beer, wines, spirits, coffee, sugar, wheat, hay, rice, coal, ironmongery; E. Wool, hides, horns, and flax. Accn. Vessels calling only, anchor in from 10 to 40 fms; those discharging in 10 to 15 fms. St. Helena is a free

port. No graving docks or repairing slips.

ST. HELENA SOUND, U.S. Lat. 32° 24′ 34″ N; long. 80°

24′ 39″ W. Tr.—E. Phosphate rock.

Accn: Depth of water on the bar 23ft ST. and 19ft NT. Is safe only for vessels drawing 20ft at ST. and 17ft at NT. Charges. On a vessel of 589 reg. tons ballast in and cargo out £114 125 4d. Pilotage. Bar pilotage 12/81 foot, in and out up to 13ft, above that it appears to be increased, as a vessel drawing 13ft in and 17st out paid altogether £31 16s 5\frac{1}{2}d. Mooring £2 2s 3\frac{1}{2}d each time. River pilotage 3/1\frac{1}{2} foot. From Bar Buoy 2 to Port Royal or Beaufort half rates. Other pilotage varies according to

dit. of water and distance, from £2 2s 34d to £45 11s.

ST. JAGO, W.I. Lat. 19° 57′ 42″ N; long. 75° 54′ 20″ W.

Pop. 30,000. Tr.—I. Flour, corn, rice, jerked beef, cod-fish, oil, and all kinds of American provisions, coals, lumber, ice, dry goods, ironware, and all sorts of manufactured merchandise; E. Sugar, rum, molasses, coffee, cocoa, tobacco, copper-ore, wax, cotton, honey, fustic, and mahogany. Accn. Entrance very narrow. Area of harb. 6 miles long by 2½ miles broad; sufficient water for the largest ship, but vessels drawing more than 15ft cannot come alongside the wharf. Pilotage. On a British vessel entering and leaving with cargo, in and out, varies from £2 3s 9d to £4 6s 5½d. Towage. There is no regular steamtug, but there are steamers which undertake to tow vessels in and

out at from £17 14s 2d to £21 5s each.

ST. JOHN'S, Antigua. Lat. 18° 22' N; long. 64° 42' W. Pop. 16,000. Tr.—I. Ale, brandy, beef, bread, bricks, butter, candles, cheese, coal, codfish, cocoa, coffee, corn, cornmeal, crackers, flour, gin, hams, hay, herrings, horses, hoops, lard, lumber, mackerel, manure, matches, mules, naval stores, oil, oatmeal, oats, onions, peas, pork, porter, potatoes, rice, salmon, salt, soap, shingles, slates, tobacco, and all manufactured goods; E. Sugar, rum, molasses, and pine apples. Accn. Vessels of 12st dst. cannot come within three-quarters of a mile of the wharves, and those drawing over 14ft are obliged to lie in the roads about 11 miles from the town. Charges. Port charges, harb. master's fees from 6/ for vessels under 80 tons to £1 12s for vessels over 300 tons. Rates, over 60 tons, each time 1/8 per ton. Light dues 9d per ton, landing or taking cargo, export duty; hospital dues; lighterage; ballast, &c. Pilotage. Inwards, under 6ft £1; 8ft £1 4s; 9ft £1 10s; 10st £1 16s; and every foot beyond 6s. foot. Outwards three-fourths inward rates.

ST. JOHN'S, N.B. Lat. 45° 14′ 3″ N; long. 66° 3′ 5″ W. Pop. 45,000. Tr.—I. British manufactures and colonial produce; E. Timber, fish, furs, and lime. Accn. Harb. safe and always accessible. There is 18ft of water on bar at LW.; inside anchorage off city is from 7 to 20 fms.; alongside wharves 21 to 30ft. Tide rises NT. 18ft, ST. 28ft. Charges. Charges and dues on a vessel of 450 tons, ballast in and cargo of deals out, £73. Pilotage. On vessel of 450 tons, ballast in and cargo of deals out:—In 8ft from Seal Island outside district, £3 15s.; shifting 13½ft out to Partridge Islands, 16/8 and £3 10s. 10d; down the bay (not compulsory), 1d. foot extra. Towage. Vessel of 450 tons, ballast in and cargo of deals out, from sea (if needed)

£5 4s 2d; shifting £2 10s; to sea £7 5s 10d.

ST. JOHN'S, Newfoundland. Lat 47° 34′ 2″ N; long.

Fish, oil, sealskins, copper ore, &c. Accn. The port has sufficient water for vessels of 30ft dft.; Sp. rise 3ft 9in. The harb. is easy of access, and once inside is perfectly safe. There is a graving dock 500ft long, and a floating dock capable of receiving a vessel of 250 tons. Charges. Light and steam fog whistle dues 1-12th of a 1d ton; this charge applies to all vessels from the U.K. Wharfage 8/4 day, 21d ton. Labour 2/6 to 4/2. Pilotage. From £1 5s. on vessels under 80 tons, N.M., to £6 5s. on vessels of 700 to 800 tons, over that size 8/4 per 100 tons. Max. pilotage £10. Steamers of less than 150 horse power pay pilotage on net tonnage, above that power 5d. horse power. Towage. In and out of St. John's Harb., from half a mile outside the heads to the consignee's wharf, or from the constant of the consignee's warf, or from the constant of the const signee's wharf to half a mile outside the heads, from £1 10s for 50 tons to £16 9s for 900 to 1,000. Vessels requiring the steamers to go beyond the above limits pay the above rates additional as far as Cape Spear, and any vessel requiring towage beyond the Cape to the south, or an equal distance to the northward, is charged by special agreement. The above rates apply only to ordinary circumstances. Vessels in distress or otherwise disabled have to make special contracts for assistance. Vessels employing either of the steamers inwards will be taken outwards on their next voyage at two-thirds of above rates. Vessels using the steamer's hawser pay 10 per cent. of the towage rates for the same. In addition to above rates onethird additional will be charged during winter months—commencing

on December 10 and terminating on April 10 each year.

ST. KITTS, W. Indies. Pop. 29,137. Tr.—E. Sugar,
molasses, rum, and cotton. Accn. Harb. considered safe. Anchorage in 8 to 9fms. Charges. On vessels of
272 tons, cargo in and out, drawing 16ft, £119 14s. 2d. Pilotage.
A pilot is not required unless vessels proceed to other ports in the

island to load, when the charge is 12s. 6d.

ST. MALO, France. Lat. 48° 40' N; long. 2° 5' E. Pop. of St. Malo and St. Servan 24,000. Tr.—I. Colonial produce, spices, flax, hemp; E. Corn, fruit, wine brandy, salt, linen, cider, butter, honey, salt provisions. Accn. A tidal harb. and floating basin of 38 acres with depth of water on sill NT. 13 to 15ft, OST. 25 to 28ft., great ST. 30 to 32ft; length of dock quays 1,450 yds. Shipbuilding is carried on. Extensive quays, built of granite, border the east and the south sides of the town of St. Malo. Cranes to lift 1 to 3 tons. Charges. Navi-

gation and sanitary dues same as at all other French ports. Labour 3/4 per day of 12 hours. Ballast 1/1 ton. Dock gatemen are paid 8 centimes per ton. Consignees find labourers for discharging cargo. Pilotage. 1½d to 2½d ton. Towage. 2½d ton, but generally by agreement. Eng. Brokers. A. Delestre, Picard, C. Thomazeau.

ST. MARY'S, U.S. Lat. 30° 40′ N; long. 81° 28 W. Pop. 800. Tr.—I. General merchandise; E. Lumber. Accn. Depth of water 19 to 20ft close to the town. Vessels drawing 16½ to can safely cross the bar at HWST. Pilotage. On a vessel of 392 reg. tons, ballast in and cargo out, in 10½t, £7 75 10¾d; out 15t, £12 18s. Towage. On a vessel of 392 reg. tons, ballast in and cargo out, out £10 11s 5½d.

ST. MICHAEL, Azores. Pop. 81,000. Tr.—I. Coals, dry goods, hardware, coffee, tea, sugar, dyes, paints, &c.; E. Oranges, wheat, Indian corn, wines, beans, potatoes. Accn. An open roadstead with good anchorage in 15 to 30 fms. Vessels anchoring in Franquia Roads are exempt from employing a pilot, Vessels of any size can anchor safely in mole. Depth in harb. varies from 12 to 5 fms. The floating dock is 184½ft long and 43ft wide, and will raise a vessel weighing 1,400 tons. Cranes to lift from 10 to 11 tons. Charges.—Pilotage. Vessels of less than 200 tons, 11s; 200 to 400, 13s 4d; 400 to 800, 16s; 800 to 1,200, 17s 10d; 1,200 and upwards, £1 2s 3d. There is also a charge of 8s for pilot boat, and 4s 5d for mooring. Towage. Vessels of less than 100 tons, 3 miles, £1 6s 9d, 6 miles £1 15s 9d; 100 to 200, 3 miles £1 11s 2d, 6 miles £2 4s 7d; 200 to 300, 3 miles £1 15s 9d, 6 miles £2 9s; 300 to 400, 3 miles £2, 6 miles £2 9s 1d; 400 to 500, 3 miles £2 4s 7d. 6 miles £2, 6 miles £2 9s 1d; 400 to 500, 3 miles £2 4s 7d. Charges. Onvessel of 99 tons £29 2s 8d.

ST. NAZAIRE, France. Lat. 46° 17' 18" N; long. 2° 12' W. Pop. 24,000. Tr.-I. Sugar, rice, coffee, logwood, timber, guano, coal, pitch; E. Wine, brandy, sardines, eggs, butter, dried fruits, pitwood, and Paris goods. Accn. Two floating docks, three graving docks, and two shipbuilding yards. Harb. capable of admitting vessels of the largest tonnage. The roadstead abreast the town is safe, and has 4 to 7 fms at LW. Charges. Quay dues, ports in Europe 44d ton, out of Europe 94d ton. Sanitary dues 1d and 11d respectively. Ballast 1/21 ton for sand, stone 2/41. Charges for a vessel of 580 tons about £103. Pilotage. The limits are divided into distances:-From Belle Ile to North of the Four light, La Banche, or Le Pillier, 4 distances; from North of the Four light, La Banche, or Le Pillier, to Les Charpentiers, 2 distances; from Les Charpentiers to Bonne Anse, I distance; from Bonne Anse to St. Nazaire Roads, I dis-The extreme limit of the Saint Nazaire pilotage is I distance, or 9 miles beyond Belle. Vessels, however, are obliged by law to receive a pilot from the first boat belonging to the station they may fall in with, no matter how far she may be from the port; but no extra pilotage can be claimed for any distance outside of the limits. Tariff, inwards, from 6/2 to £1 16s per distance; outwards, from 5/6 to LI per distance, according to reg. ton. Vessels of more than 800 tons pay, in addition to the foregoing tariff, 101d for every 10 reg. tons additional for the 8 distances inwards, and 101d per 10 tons additional outwards. Steamers pay half pilotage.

From the dock to the roads, vessels from 150 reg. tons to 200, £2; from 201 to 300, £2 8s; from 301 to 400, £2 16s; from 401 to 500, £3 4s; for every reg. ton over 500, 2½d. St. Nazaire road to 500 tons £8:18s, 201 to 250, £9 18s, 251 to 300, £10 15s 2d, 301 to 350, £11 17s 6d, for every reg. ton over 350, 7d. From St. Nazaire to Paimbœuf or vice versā 5d, ditto Nantes ditto 1/2½, Paimbœuf ditto 1/, Pelerin ditto, 2d ton of cargo. Eng. Brokers. Creston, Bourdonnay du Clezio, Quirouard.

ST. PAUL DE LOANDO, W. Africa. Pop. 14,500. Good anchorage about a mile and a half from town in 7 to 14fms. Tr.—I. Cotton, linen and woollen goods, spirits, guns, powder, earthenware, hardware, cutlery, &c.; E. Beeswax, cotton, coffee, ivory, indiarubber, gum, oils (palm and fish), tobacco, &c. Charges. On vessel of 298 tons, drawing 12ft, £36 11s. 3d. Pilotage. Inwards, 17s. 9d.; outwards, 17s. 9d.

ST. PETERSBURG, Gulf of Finland, Russia. Lat. 59° 56′ 29″ N; long. 30° 13′ 22″ E. Pop. About 929,000. Tr.—I. Sugar, coffee, madder, indigo, corn, meal, dyewoods, cotton, wool, cotton stuffs, and yarns, machinery and millwork, woollen fabrics and woollen yarn, linen and linen yarn, coals, salt, iron, lead, shot, hardware, wire, spices, fruits, tobacco, &c.; E. Tallow, hemp, flax, grain, linseed, timber, copper, hides, potash, bristles, hemp seed, oil, furs, leather, fox, hare and squirrel skins, canvas and coarse linen, cordage, caviare, wax, isinglass, quilts, tar, &c. Accn. The channel of the new ship canal is deep enough for vessels drawing 18 to 20ft. Charges. On a vessel of 152 reg. tons about £22 10s. Pilotage. To St. Petersburg Bridge 10d foot; past the bridge 6/6. On a vessel of 152 reg, tons, in and out 1/2 foot, £2 5s. 6d. Towage. St. Petersburg Bridge to Customhouse £1 19s to £2 8s 9d; St. Petersburg to Cronstadt £4 17s 6d to £8 2s 6d.

ST. PIERRE ROAD, Martinique. Lat. 14° 44′ 3″ N; long. 61° 10′ 45″ W. Pop. 31,000.

Tr.—I. Salted meat, butter, and fish; E. Sugar, rum, cassia, skins. Accn. Anchorage 2½ to 7 fms. Dry dock at Fort de France 400ft long, capable of receiving vessels of 28ft dft. Charges. Light dues about 2/6. Pilotage. Vessels under 150 tons 9/6½; over 351 tons 23/6. Eng. Broker. S. Dupouy.

Atidal harb. and floating dock of about the same dimensions as at St. Malo, also a harb. called Port Solidor, formerly a naval station, and but little used for commercial purposes. Charges. Port charges and other expenses the same as St. Malo. Pilotage. Four recognised distances inwards:—1st, ½d reg. ton; 2nd, 1½d reg. ton; 3rd, 2d reg. ton; 4th, 2½d reg. ton. Only one rate of 2d ton outwards. On vessel of 80 reg. tons, cargo in and out, drawing 10ft, in and out £1 8s. Towage. As per agreement, from 1½d to 2½d ton, not compulsory. On vessel of 80 reg. tons 10ft dft., in and out £2. Eng. Brokers. Léger, E. Rosse.

ST. STEPHEN, N.B. Pop. 7,000. Tr.—I. Iron, salt, provisions, breadstuffs, sugar, molasses, tea tobacco, dry goods, &c.; E. deals, boards, timber, laths, farm produce, &c. Accn. Vessels of 600 tons and under load along-

side wharves. Sp. rise 26ft. Charges. Stevedore 3/ per standard. Wharfage a nominal sum. Provisions abundant and cheap. Pilotage. From 4/2 to 9/4½ foot in and out, according to dft. Towage. From the Ledge 3½d ton loaded and 2½d light.

ST. THOMAS'S HARBOUR, St. Thomas, W.I. Lat. 18° 19' N; long. 64° 55' W. Pop. 12,000. Tr.—I. Coal, lumber, provisions, petroleum, dry goods, spirits, &c.; E. Sugar, rum, bay water, &c. Accn. Vessels of largest size can lie alongside coal wharves of town. St. Thomas's Harb. is near middle of south shore of island. Shears to lift 40 tons. Charges. Light dues \(\frac{1}{2}\)d ton. Is almost a free port. Pilotage.'To the harb.:—From 25/ day, and \(\frac{1}{2}\)I r9s 6d night, for vessels of from 10 to 12ft dft., to \(\frac{1}{2}\)5 day and \(\frac{1}{2}\)I ros night for vessels of from 24ft to 26ft dft. From the harb. :—From 16/8 day and 25/ night for vessels of from 24ft to 26ft dft. Steamers up to 12ft to and from harb. \(\frac{1}{2}\)I is 8d day, and \(\frac{1}{2}\)3 os 8d day, and \(\frac{1}{2}\)5 night; steamers 12ft to 16ft to and from harb. \(\frac{1}{2}\)2 is 8d day, and \(\frac{1}{2}\)5 night; steamers 20ft to 24ft to and from harb. \(\frac{1}{2}\)5 os 8d day, and \(\frac{1}{2}\)5 night; steamers 24ft to and from harb. \(\frac{1}{2}\)5 and \(\frac{1}{2}\)5 and \(\frac{1}{2}\)5 on barque of 359 reg. tons, to sea \(\frac{1}{2}\)10s 10d.

ST. VALERY-EN-CAUX, France. Lat. 49° 52′ N; long. o° 33 W. THW. f. and c. 12h 58m. D. HWST. 26ft; HSST 13ft. Eng. Brokers. A. Houdant, H. Vue.

ST. VALERY-SUR-SOMME, France. Lat. 50° 11' N; long. 2° 52' W. THW. f. and c. 1h 14m. D. HWST. 33ft; HWNT. 24ft. Maître de Port, De Saint-Julien.

STAVANGER, Norway. Lat. 58° 58' 15" N; long. 23° E. Pop. About 25,000. Tr.—I. Grain, salt, sugar, coffee, wines, spirits, &c.; E. Sheep, manure, herrings, anchovies, lobsters, &c. Accn. Harb. is good, always free from ice, and can receive the largest vessels; depth of water 5½ fms close to quay. Two graving docks 300 by 45 by 11ft, and 205 by 40 by 15ft. Crane to lift 3 tons. Charges. Light and custom-house dues 9½d in or out. Brokerage according to agreement. Ballast 2½d.

STETTIN, Germany. Lat. 53° 25' N; long. 14° 34' E. Pop. 96,600. Tr.—I. Coal, iron, coke, petroleum, salt, herrings, dried fish, coffee, tea, pipe-clay, wine, olive oil, sulphur, pyrites, soda, agricultural machinery; E. Grain, flour, bran, potatoes, timber, staves, zinc, spirits, sugar, cement, fire-bricks, refined and raw rape oil, molasses, rags, bones, and bricks. Accn. Town quay and two extensive railway quays. Floating dry dock 210 by 47 by 15ft for vessels up to 1,500 tons. Cranes to lift 20 to 60 tons. Charges. Very indefinite. Pilotage. From Swinemiinde to Stettin. From 6/ for a vessel of 15 tons to 16/ for 105 tons, and 1/ additional for every 15 reg. tons additional. Pilotage out to and in from sea is included in the harb. dues. Towage. Loaded vessels from Swinemunde and Stettin 2½d; Stettin to Swinemunde, 1½d cubic metre; sea to Swinemunde 3d per 4½ cubic metres, but generally according to agreement. From the black

buoy into the harb. ships under 16 British reg. tons have to pay 9/. From Nov. I until March I the towage is raised according to the weather and other casual circumstances.

STOCKHOLM, Sweden. Lat. 59° 20' N; long. 18° 03' E. Pop. 131,000. Tr.—E. Timber and iron. Accn. Harb. has 5 to 16 fms. of water. Vessels of 24ft dft. can safely enter. Several hundred vessels can lie alongside quays. 3 graving docks 255st, 200st and 350st in length respectively, and 3 patent slips. Shears to lift 50 tons. Pilotage. According to distance, varies from 17/ for 38 miles to £7 4s 5d for 72 miles. For vessels clearing outward in ballast the above charges are reduced by one-half. An extra charge of 1/71 is made for attestation. The winter charges, dating from Sept. 1 to April 30 are increased by 25 per cent. from the sea to the first pilot station inside the buoys. Pilots' return fares about 12/9. Vessels bound to any place on the line of passage up to Stockholm must take pilots at Landsort. Towage. The rates vary (according to distance) from £2 58 84d for 66 tons to £24 14s for 880 tons. This scale is increased by 25% in October, and by 50% in November. If several vessels are towed together, a reduction is made of 25%.

STRALSUND, Germany. Lat. 54° 18' N; long. 13° 5' E. Pop. 27,000. Tr.—I. Iron, colonial produce, wood, coal, salt; E. Malt, timber, and corn. Accn. A safe and capacious harb., entrance narrow; it admits vessels of 13st dst.; a pilot should be engaged. Charges. Expense of a vessel of 300

pilot should be engaged.

tons loading here £ 14 198 8d.

STUBBEKIOBING, Denmark. Lat. 54° 53′ N; long.

12° 3′ E. Pop. 1,100. Tr.—E. Barley,

water, and vessels of that dft. can lie afloat alongside a stone pier. Charges. On a vessel of 122 tons, 12ft dft. loaded £6. Port dues £5 10s. Pilotage. On vessel of 122 reg. tons; ballast in and cargo out, 12ft dft. loaded, in and out 10/.

SUAKIN, Red Sea. Lat. 19° 7' N; long. 37° 20' E. Tr.—
I. Manchester goods, iron, hardware; E. Gum arabic, cotton, ivory. Accn. Harb. safe for largest vessels.

Moderate. Charges.

SUEZ, Egypt. Lat. 29° 58' N; long. 32° 10' 17" E. Pop. 8,000. Tr.—I. Coffee, indigo, wine, furniture; E. Goods in transit.

dock 430ft long. Charges. Dock dues 18/ a day; light dues about 21d per ton up to 800 tons, and about 11d per ton additional. Pilotage. Inwards, outer roads to dry dock 54/; to either basin 36/;

from one basin to another 18. Same out (see Index, Suez Canal).

SULINA, Roumania. Lat. 45° 9′ 6″ N; long. 29° 41′ 37″ E.

Tr.—I. Spirits, cordage, beer, ironware, sugar, fruit, &c.; E. Fish (fresh and dried), hides, wheat, cheese, caviare, maize, wool (raw), vegetables, barley, &c. Accn. The depth of water over bar always maintained at 20 ft. The depth of water in port itself is above 2011ft, so that vessels drawing 20ft can enter and leave the harbour in ordinary times. Shears to lift 15 tons. Charges. From 92 centimes per ton for a vessel of 200 tons to 1fr. 64c. per ton on a vessel over 800 tons. Pilotage. Is compulsory at the entrance. For vessels ascending the river to Ibrail, or any port below Ibrail, pilotage is optional, but for descending the river · every vessel must take a licensed pilot. Masters of vessels arrange with pilots the sum to be paid the latter for piloting their vessels up stream, and no claim for a higher rate of wage than 4/9 a day for the voyage, in addition to subsistence on board, ought to be admitted. The dues for piloting a vessel down stream are included in the port charges levied by the European Commission of the Danube. Towage. By agreement, from £2 to £10 according to size of vessel.

SUNDSVALL, Sweden. Lat. 62° 21' N; long. 17° 20'.E.

Pop. 6,000. Tr.—I. Colonial produce, salt,
brandy, coal, coke, corn, wine, canvas, cordage, &c.; E. Timber,
deals, battens, boards, ores, spars, iron, tar, &c. Accn. The
largest ships can enter. Pilotage. To Sundsvall or any of the
sub-ports, about 2/8 per foot in and out. Moving in harb. 5/3\frac{3}{4}.

Towage. As per agreement.

SUSA, Tunis. Lat. 35° 49′ N; long. 10° 39′ E. Pop. 10,000. Tr.—I. Manchester cotton goods, building materials, and colonial produce; E. Olive oil, esparto fibre, and grain. Accn. Anchorage about 2 or 3 cable-lengths off, in 4½ to 5 fms. Charges. Port charges, 2d. ton up to 500 tons. On vessels of 143 tons, £3 7s. 6d.

SVENDBORG, Denmark. Lat. 55° 03' N; long. 10° 38' W.
Pop. About 6,000. Accn. Usually 14ft of
water in the harb. Svendborg is situated on the S. coast of the
island of Fyen. Charges. Harb. dues about 1\frac{1}{2}d per ton. Vessels
in ballast pay no harb. dues. Custom-house charges 6d reg. ton.
Pilotage. 6\frac{1}{2}d foot in and out.

SWAN RIVER, Western Australia, which includes Gage Road, Owen Anchorage, and Cockburn Sound. Lat. 32° 3′ 18″ S; long. 115° 45′ 30″ E. Tr.—E. Sandal wood, copper and lead ores, wool, pearl, oyster shells, timber, manna, gum, horses, cows, sheep. Accn. The river itself can only admit small craft of about 4ft dft.; Cockburn Sound is a spacious harb., and affords secure anchorage in 5 to 12 fms; vessels over 16ft dft. are not allowed in Owen anchorage; Gage Road is the nearest anchorage to the river; vessels anchor in 6 to 12 fms, about two or three miles from the mainland. Charges. Harb. dues £2 5s to £7 4s for under 8ft or upwards of 18ft. Light and tonnage dues are chargeable with various exemptions. Vessels arriving in ballast and loading colonial timber free of all charges. Vessels putting in for repairs or supplies only, pay light dues. Lighterage from 5/ to 7/ton. Pilotage. Into or out of Gage Road or Owen Anchorage, by passing N. or S. of Rottnest Island and N. of the Stragglers £2 10s, with increasing rate to £11 for vessels drawing under 8ft to 23ft and upwards. Into or out of Gage Road (vessels over 16ft dft. are not now allowed in Owen Anchorage), Owen Anchorage, or Cockburn Sound, by any channel S. of the Stragglers, £3 10s to £8 9s for vessels drawing under 8ft to under 19ft.

SWATOW, China. Lat. 23° 21' N; long. 116° 40' E. Pop. 60,000. Tr.—I. Opium, piece goods, bean cake, peas, and beans, the last three items from Newchwang and Chefoo, cereals from the Yangtze ports and Bangkok; E. Sugar, paper, tea, tobacco, and sundry miscellaneous articles, including grass cloth, earthenware, fruit, and Chinese provisions. There is a large emigration to Bangkok and the Straits Settlements. Accn. Vessels.

of 13st to 14st dst. can enter at any time in fine weather. Tides rise 8st. and 9st. Charges. See Canton. Pilotage. 12/6 foot, not compulsory, but advisable.

SWINEMUNDE, Germany. Lat 53° 55′ N; long. 14° 16′ E.

SWINEMUNDE, Germany. Lat 53° 55' N; long. 14° 16' E.

Pop. About 8,000. Accn. The fairway is
from 360 to 492ft wide. 23ft of water at the entrance of the harb.
This is one of the best ports in the Baltic. Charges. With coals
or-in ballast 1½0 ore per reg. ton.; with general cargo 3½0 ore per
reg. ton. Labourage 17m a keel of 7 Prussian lasts.
Pilotage.
See Stettin. Towage. See Stettin.

SYDNEY.—See Port Jackson.

SYRA, Greece. Lat. 37° 03′ N; long. 15° 15′ E. Pop. About 35,000. Tr.—I. Syra is the chief emporium of the trade in the Greek Archipelago; large quantities of colonial manufactured goods are imported chiefly from England, not only for sale to purchasers who frequent this market from all parts of Greece and Turkey, but also for retranshipment thereto; large quantities of grain and hides are also imported; E. The only produce grown in the island is fresh vegetables. Syra, however, serves as a medium for shipment to Europe of the well-known Naxos emery-stone and citrons; sponges from the islands of Sporades, Nauplia tobacco, Zea and Marathonisi valonia, and other produce from the mainland, leather manufactured at the local tanneries, and flour prepared at the local flour mills, form important items of export. Accn. The depth of water in the harb. varies from 3 to 7 fms. A slip for vessels up to 700 tons, and another in course of construction for vessels up to 2,000 tons. Charges. Since July 1/13,1887, the port and light dues have been increased to 25c. for lischarging only, and for loading and discharging 35c. per ton. Breakwater dues 10c. per ton. Health dues 2c. per ton. Vessels calling for provisions and coals, or from stress of weather, pay breakwater and health dues only, but if they remain longer than 48 hours are charged 15c. per ton. Ballast, about £10 per 100 tons.

SYRACUSE, Italy. Lat. 37° 3′ N; long. 15° 18′ 24″ E. Pop. 23,200. Tr.—E. Wine, grain, oranges, and lemons. Accn. Can admit vessels of any size, and is one of the finest harbs. in the Mediterranean. Pilotage. Inwards:—from 11/10½ for vessels up to 50 reg. tons, to £2 5 1d for vessels of 201 reg. tons and unwards. Outwards by agreement.

301 reg. tons and upwards. Outwards by agreement.

TACOMA, U.S. Lat. 47° 30′ N; long. 122° 30′ W. On the E. side of Puget Sound. Pop. 4,000. Tr.—I. General merchandise, iron, and manufactured goods; E. Lumber, hops, grain, coal, &c. Accn. Safe harbour, completely protected by high lands from all winds, considerable anchorage ground and spacious wharves with nearly 30ft LW, and rise of tide 16ft. Charges. Discharging ballast 1/3 to 1/8 ton. Stevedoring charges and labour about the same as San Francisco. No dock charges. Towage. To sea, from £41 13s 4d for vessels of 400 to 500 tons; to £62 tos for vessels of 1,600 tons to 2,000 tons. To Race Rocks, from £31 5s to £52 ts 8d. To Dungeness, from £26 os tod to £46 17s 6d. To Port Townsend, from £20 16s 8d to £41 13s 4d Port Townsend £2 is 8d.

TAGANROG, Russia. Lat. 47° 12′ 48″ N; long. 38° 29′ E. Pop. 50,000. Tr.—I. Dried fruits, oil, wine, coffee, tobacco, liquors, woollen goods, fresh fruits, nuts,

cement, manufactured iron, and jute sacking; E. Wheat, rye, barley, linseed, rape seed, tallow, maize, oats, caviare, maccaroni, wool, butter, and oilcake. Accn. There is no regular port. Usual anchorage ground 18 to 20st, and from 5 to 6st at loading pier. Pilotage. A charge of about 11/ per ship is always made by the Custom-house at Kertch for pilotage through the Straits on every vessel proceeding into the Azos, whether a pilot is taken or t. £6 to £12 up and down (optional and matter of agreement).
TALCAHUANO.—See Concepcion Bay.

TALTAL, Chili. Lat. 25° 24′ 55" S; long. 70° 35′ 10" W.
Tr.—E. Nitrates and ores. Accn. Ships can moor within half a cable's length of the mole in 5 fms of water; sand bottom. The harb, is one of the best in Chili. Pilotage. On a barque of 399 reg. tons, at Caldera mooring and unmooring

about £5.

TAMATAVE, Madagascar. Lat. 18° 10′ S; long. 49° 32′

E. Pop. 8,000. Tr.—I. Cotton cloths, wearing apparel, hardware, provisions, beer and spirituous liquors, and the state of t oil, chairs, &c.; E. Oxen, cows, swine, poultry, hides, rice, tobacco, specie, straw and basket wares, gum, wax in large quantities. Accn. Has a commodious harb. with safe anchorage during eight months of the year, from April to November. Charges. No

tonnage, light, or other dues imposed.

TANGIERS, Morocco. Lat. 35° 47′ N; long. 5° 50′ W.

Pop. About 20,000. Tr.—I. Alum, brass and copper, cloth, candles, cochineal, coffee, cotton goods, deals, china earthenware, glass, hardware, indigo, iron, lead, paper, rice, silk, spices, steel, sugar, and tea; E. Beans, canary and cinnamon seeds, dates, eggs, fowls, goat skins, gums, hides, leeches, maize, olive oil, oranges, ostrich feathers, oxen, peas, sashes, slippers, wax, &c The export of wheat and barley is prohibited. Accn. Anchorage about a mile from town. Has sufficient water for largest vessels. Charges. Anchorage, about 150 tons, about 16s; lighterage, lighter of 5 tons, 16s; sanitary fees, above 150 tons, 6s. There is also a fee of 1s 6d payable by way of gratuity to the port officials. TARANTO, Italy. Lat. 40° 29' N; long. 17° 12' E. Pop. 28,000. Tr.—E. Oil, fruits, cotton, wheat, oats.

Accn. 5 fms water close to town. Vessels drawing 18ft can enter Mare Grande, where they are well sheltered. Charges. On a vessel of 100 tons reg., anchorage dues £4. Pilotage (optional) L2 4s 6d. on 100 tons; mooring and unmooring (optional) L2 8s.

TARRAGONA. Lat. 41° 7' N; long. 1° 16' E. Pop. 19,000.

Tr.—I. Fish, coals, grain, spirits, staves, &c.;

E. Nuts, almonds, wine, brandy, and oil. Accn. Harb. has 5 fms inside port; a buoy is laid down inside the harb. in 18ft of water. Charges. On a steamer with 1,500 tons of coal £252 6s 9d. Pilotage. On a vessel of 100 tons reg., cargo in of 170 tons coal, and out of 200 pipes for England, harb, pilot and mooring in and out £1 5s 8d. On a steamer discharging 1,500 tons coal, inwards

and boat £7 7s 6d; outwards £5 7s 11d.

TERCEIRA, Azores. Lat. 38° 38′ 33″ N; long. 27° 12′ 33″ W.

Pop. 15,000. Tr.—I. Manufactured goods, iron, and provisions; E. Oranges, wheat, maize, &c. Accn. Depth from 7 to 30 fms. Charges. Port charges on a vessel in ballast, about £5, a little more if laden; mooring 12/6. Labour 2/6 per man per day. Ballast, stone 1/6 per ton alongside; sand 1/2 per ton. TERNEUSEN, Holland. (At mouth of the Canal to Ghent.)

Lat. 51° 21′ N; long. 3° 48′ E. Tr.—I. Pigiron, iron ore, copals; E. Rails, manufactured iron, zinc, &c. Accn. Tidal harb. Ships drawing 18ft can come here at ST., and 15 or 16ft at NT. Sp. rise 15ft, and N. rise 11ft. The canal is capable of receiving vessels of 2,700 tons, and has locks 39ft wide. Cranes to lift 1 to 2 tons. Pilotage. See Ghent. Eng. Broker. Ysselstein.

THORSHAVEN, Faroe Isles, Pop. About 1,600. Tr.—I.

Corn, pulse, bread, malt, iron, spirits, colonial produce, lead, gunpowder, lime, bricks, timber, tar, glass, linen cloth, shoes; E. Hose, tallow, fish, train oil, feathers, skins, and butter. Accn. Plenty of water in the harb., which, however, is not very commodious. Thorshaven, the principal port of the group, is on the SE end of the Island of Stromoe. Charges. For discharging or loading cargo at any ports of the Faroe Isles 2/2 ton.

THREE RIVERS, Canada. Lat. 46° 22' N; long. 72° 31' W. Pop. 10,000. Tr.—I. Coal and rails; E. Lumber, phosphate, and furs. Accn. Large and commodious harb., 14 to 36ft of water at wharves. Charges. Harb. dues 11d per ton on ships, steamers a quarter of that, every 24 hours. Pilotage. 6/3 per ft to and from Quebec (78 miles).

TIEN-TSIN China. Lat. 39° 3′ 55" N; long. 117° 3′ 55" E. Pop. 950,000. Accn. There is a bar 5 miles outside Taku with from 12 to 16ft of water at spring tides, and 9 to 12 at neaps. Vessels drawing too much to cross the bar lighten outside. Charges. Tonnage dues 2s ton. Pilotage. From outside bar to inner anchorage at Taku: Sailing vessels £1 os 10d ft; steamers or vessels in tow, 16s &d. From inner anchorage at Taku to Tien-Tsin: Sailing vessels £1 os 10d; steamers 16s &d.

TOBAGO, W. Indies. Pop. 19,075. Vessels generally anchor off Scarborough in about 9 or 10 tms. Anchorage exposed to long ground swell. Charges. Tonnage dues Ad per ton. Wharfage. 6d ton. Pilotage. On vessel of 257 tons, £1 15s.

TOCOPILLA, Bolivia. Lat. 22° 13′ S. Pop. 3,500. Tr.

—E. Copper ore, &c. Tocopilla was declared an open port by the Bolivian Government in May, 1871. The anchorage, which is in about 15 fathoms, is open to the Pacific and subject to a heavy swell. Vessels are discharged and loaded by means of lighters. Charges. Same as at Valparaiso.

TOME.—See Concepcion Bay.

TONSBERG, Norway. Lat. 59° 15′ N; long. 10° 25′ E. Tr.—I. Coal, and ships' stores, iron, grain, &c. E. Wood, timber, seal oil, &c. Accn. Depth of water 18ft in harb.; vessels drawing 14ft can easily enter. Charges. Harb. dues 10\fmathbf{\text{d}}t on cargo in or out. Discharging coals 4d ton, iron 5d. Port dues and expenses of vessel 290 tons £26. Pilotage. On a vessels of 300 tons, in 48/9; out 29/3. Towage. On a vessel of 250 tons with rails in and ballast out £4 68 8d.

TORRE-ANNUNZIATA, Italy. Accn. Excellent modern port, with spacious entrance between two moles; vessels of 23st dft. can safely enter. Tr.—I. Coal and grain in large quantities. Charges, Pilotage, &c., see Naples.

TOULON, France. Lat. 43° 7' 21" N; long. 5° 55' 37" E. Pop. About 90,000. Tr.—I. Grain, wood, coal, hemp, and salt provisions; E. Wine, salt, oil, capers, figs, raisins, almonds, oranges, cloth, hosiery, soap. Accn. This port has a fine harb and roadstead, with 6 or 7 fms of water in the Little Road opposite the town. Toulon is the principal station of the French navy in the Mediterranean. There are eight graving docks, ranging from 243st to 535st in length. Charges. Tonnage dues 91d reg. ton. Ballast 1/91 ton. Brokerage 3d ton for sailing vessels, 4d ton for steamers. Pilotage. On vessel of 100 reg. tons with cargo, in and out £2 7s 6d. Eng. Brokers. Bernard, Martel.

TOWNSVILLE, Queensland. Lat. 19° 15′ S; long. 146° 49' E. Pop. 11,500. Accn. Good anchorage two miles from wharves; Government pier being constructed which will enable ships to discharge alongside. Cranes to lift

TRAPANI, Italy. Lat. 38° o' 40" N; long. 12° 30' 16" E. Pop. 30,000. Tr.—E. Salt, sulphur, ore, soda, oil, and wine. Accn. Plenty of water for vessels of 20ft dft. Trapani is

on the W. coast of Sicily.

TRAVEMUNDE, Germany. Lat. 54° 00′ N; long. 10° 53′ E. Tr.—Same as Lubeck. Accn. Depth of water on the bar 1711t. Vessels able to cross the bar can lie alongside the pier; vessels drawing 12st can ascend as far as Lubeck. Charges. Vessels entering this harb. on account of distress are exempt from dues, but no trade can be carried on during their stay. Charges about the same as Lubeck. Pilotage. See Lubeck. Towage. See Lubeck.
TREBIZOND, Black Sea. Lat. 41° 1' N; long. 39° 45' 48" E.

Pop. 40,000. Tr.—I. Cotton and woollen goods, hardware and tinplates, provisions; E. Silk, raisins, tobacco, cereals, wool. Accn. Good anchorage in 4 to 6 fms. Charges.

Moderate. Pilotage. 4/ to harb. master.

TREGUIER, France. Lat 48° 47' N; long. 3° 14' W. Pop.

About 4,000. Tr.—I. Fruits, tobacco, linseed, salt, cider, grain; E. Flour, alcohol, oysters, &c. Accn. There are 12ft of water close to the quays. Charges. Port charges of a vessel of 250 tons £38 19s. Pilotage. On brig 175 reg. tons, cargo in, drawing 10½ ft, ballast out:—to the sea £1 5s 4d; across the bar inwards £1 15s 10d; out £2 0s 9d. Eng. Brokers. Gaïc & Le Milier, Lemarre.

TRELLEBORG, Sweden. Tr.—I. Coals, &c.; E. Barley, &c. Accn. Vessels of 15 ft can load alongside the piers and quays. Charges. On vessel of 104 reg. tons £10 7s. Pilotage. On a vessel of 104 reg. tons, ballast inwards, and cargo of barley outwards, in 6/4½, out 10/11. On a vessel of 112:56 tons reg., with cargo of coals in and barley out, in and out. 12/61. Towage. About 2d reg. ton during winter months, and

about 14d during summer. Tugboats always ready.

TREPORT, France. Eng. Brokers. Coquais, Gelée.

TRIESTE, Austria. Lat. 45° 38′ 49″ N; long. 13° 46′ 15″ E.

Pop. 155,000. Tr.—I. Cotton, tobacco, coffee,
fish, petroleum, iron, chemicals, and coals; E. Corn, wine, oil,
wool, skins, metals, staves, timber, marble, sugar, fruit, &c. Accn. Two ports: the old port and the new port, which is to be enlarged at the expense of the old one, with acca. for a considerable number of vessels of any size. Inside the old harb, is the "canal," accessible to vessels not drawing more than 14st. Trieste is the principal scaport city of the Austrian Empire, and was a free port till the end of 1889: goods have to pay duty if not deposited in the bonded warehouses. A graving dock for vessels up to 4,000 tons, another for vessels of 3,500 tons, and a slip for vessels up to 1,200 tons. Charges. 101 to 150 tons 3d per ton, 151 to 200 tons 4d, 201 to 300 tons 5d, 301 to 400 tons 6d, 401 tons and upwards 71d per ton. On touching other Austro-Hungarian ports and continuing the same operation (loading and unloading only) from 1 to 4 farthings per ton according to size. The canal dues are id per ton over the above tariff. Expenses of a steamer of 1,000 tons about £65. Pilotage. £3 is a fair arrangement from Rovigno, and Li to Li 4s if taken a few miles from the roads. For watching 4' day each pilot, and the same per night. No duty for shifting. Towage. There are no regular steamings, but the several steamboats employed in short trips between Trieste and the small towns of the neighbourhood render very useful services for a reasonable rate, viz.:—£2 to £2 tos for about 3 miles, and less in proportion: £1 4s to £1 tos for a shifting within the roads and the ports.

TRINCOMALIE, Ceylon. Lat. 8° 33' 30° N; long. 81° 13' 10° E. Pop. 21,000. Accn. The largest ships can lie alongside wharf; the merchant anchorage is in 4 to 8 fms of water, about 4 cable lengths from the wharf. Charges. Tonnage dues see Colombo. Pilotage. Rates payable by all square-rigged vessels, sloops or schooners:—Vessels of 600 tons and upwards, Back Bay, £2; inner harb. £4. Vessels of 400 tons and under 600, Back Bay, £1 10; inner harb. £3. Vessels of 200 tons and under 400, Back Bay, £1 1s; inner harb. £2 2s. Vessels of 100 tons and under 200, Back Bay, 10/6; inner harb. £1 1s. The above rates are charged on all vessels going into the inner harb., whether they make a signal for a pilot or not. In Back Bay the

whether they make a signal for a pilot or not. In Back Bay the charge is only made if the pilot goes on board.

TRIPOLI, Barbary, Africa. Lat. 32° 55′ N; long. 13° 10′
E. Pop. About 16,000. Tr.—I. Iron, lead, timber, steel, glass, cutlery, earthenware, alum, vitriol, sugar, coffee, tea, cinnamon, spirits, wines, salt fish, firearms, and British and foreign manufactured goods; E. Wheat, barley, oil, wool, butter, dates, madder, cattle. Accn. Vessels of 18ft dft. can safely enter.

Pilotage. 30/ each way.

TRIPOLI, Syria. Lat. 34° 24′ 6″ N; long. 35° 49′ 15″ E.

Pop. 25,000. Tr.—E. Silk, wool, cotton, tobacco, galls, cochineal, soap, oranges, lemons, and sesame. Accn. Good anchorage in 3 to 7 fms. Charges. On vessel of 249 tons,

178 od. TROCADERO, Spain. Tr.—Trocadero is the principal port of shipment of sherry wine. Accn. 5 fms at I.W. at the end of the Britannia Pier; vessels of 1,000 tons can lie alongside the wharf and take in cargo. Charges. Tonnage dues for cargo from America 2/8 to 3/4; Europe 1/4 to 1/8. Pilotage. See Cadiz

TROMSO, Norway. Lat. 69° 40' N; long. 18° 55' E. Tr. I. Corn and colonial produce, coals, and salt; E. All kinds of dried fish, cod oil, scal oil, hides, &c. Accn. The harb. is safe, and there is anchorage all over the Sound for vessels of any size. Charges. Harb. master's dues 4/4 for every vessel. Light dues 4/2 ton.

TROUVILLE, France. (S. side Mouth of the Seine.) Lat. 49° 22' N; long. o° 04' E. Pop. 6,000. Tr.-I. Coal, cement, wood, pig-iron, oats, and ice; E. Corn, barley, wheat, seed, pit-props and iron ore. Accn. Harb. and floating dock. The harb, can be entered by vessels of 12st dst. at lowest A new channel with a maximum depth of 16ft at ST. has been dug at the entrance. Besides the wet dock now in use important works have been undertaken since October, 1889. include a spacious basin, with scouring pipes connected with river; half tide dock communicating with latter; and dock now in service, and fitted to scour the channel between piers. The completion of these works will ensure a depth of 18 to 20st. The dock has an average depth of 17st. Cranes to lift from 3 tons. Charges. On a vessel of 200 reg. tons £19. Port dues same as Honfleur, with the exception of the harb. dues of 41d. Pilotage. The large roadstead is three miles off, rate 21d ton; to the smaller roads one-fourth less. Steamers pay one-half inwards and two-thirds outwards. Loaded sailing vessels also two-thirds. Ships loaded from other ports than those of the United Kingdom and European possessions pay onehalf besides above rates. On a brig of 300 reg. tons (carrying 500 tons dead weight), cargo in and ballast out, drawing 15ft loaded, and also on a steamer of 453 reg. tons (790 tons dead weight), in, brig £3 2s 5d; steamer £2 7s 2d; out, brig £1 11s 2d; steamer

TUNIS, Africa. Lat. 36° 48′ 36″ N; long. 10° 18′ 37″ E.

Pop. About 100,000. Tr.—I. Woollens, coarse
German linens, cotton stuffs, hardware, sugar, coffee, spices, tinplates, gunpowder, lead, alum, dye stuffs, wine, silk, Spanish wool,
&c.; E. Hides, wax, morocco leather, sponges, coral, dates, corn,
olive oil, woollen skull caps, &c. Accn. Vessels discharge and
load in the roadstead in 3 to 5 fms.

TVEDESTRAND, Norway. Lat. 58° 37½′ N; long. 8° 56′ E. Tr.—I. Coals, coke, and iron; E. Timber, deals, battens, boards, and ice. Accn. Sufficient water for all-sized vessels. A pilot is necessary to enter. Charges. On a vessel of 233 tons of 13ft dft. £22 17s. Pilotage. On a vessel of 233 reg. tons with cargo in and out, 13ft dft., in, summer rate £1 6s 6d; out, summer rate 16/.

TWILLINGATE, Newfoundland. Lat. 49° 43′ N; long. 54° 45′ W. Tr.—I. Salt, biscuits, butter, dry goods, flour, pork; E. Codfish, seals, pickled salmon, preserved lobsters, seal oil, skins and furs. Accn. The outer part of the harb is deep, but upper part shallow; the best anchorage is on N. side, in 5 fms. The harb. is safe, except when it blows from the NE. Charges. Light dues I/ ton for 12 months. Labour about 3/day. Ballast 2/6 ton. Pilotage. By agreement with fishermen, about 2/ foot.

UDDEWALLA, Sweden. Lat. 58° 20' N; long. 11° 54' E. Pop. 5,700. Tr.—I. Coal and salt; E. Oats, boards, deals, battens, and pit props. Accn. Harb. has 18ft. of water on bar, and 15 to 16ft inside. Pilotage. For the first 12ft 18/, and 9½d for each additional foot.

ULEABORG, Russia. Lat. 65° 00′ N; long. 25° 40′ E. Pop. 12,000. Tr.—I. Colonial produce, coals, salt, &c.; E. Barrels of tar, pitch, deals, timber, fish, and boards. Accn. There are only 10ft in inner harb. Charges. Vessels of 200 tons about £15 10s. Pilotage. On a vessel of 200 tons entering in ballast and clearing out with cargo, in 10ft dft. £3; out, 13ft dft. £3 10s 6d.

UMEA, Sweden. Lat. 63° 49′ N; long. 20° 18′ E. Pop. 2,200. Tr.—I. Little or nothing, occasionally a cargo of salt; E. Deals, battens, boards, timber, and dried fish. Accn. Has a good harb., where vessels can load to 21ft. Pilotage. On a vessel of 157 tons reg., ballast in and cargo out, in £1 3s 10½d, out £1 2s 3¾d.

VALENCIA, Spain. Lat. 39° 28' N; long. 0° 19' W. Pop. 160,000. Tr.—I. Provisions, guano, petroleum, coal, iron, &c.; E. Olives, oil, wine, tiles, and fruit. Accn. Harb. gives shelter to vessels drawing 23ft of water; ships of 23ft dft. can anchor alongside wharves stern on. Charges. Vary very much. Pilotage. In or out. From 8/4 per ton for vessels under 100 tons to £1 55 per ton for vessels of 2,000 tons and upwards. Mooring, from 4/2 to 12/6 ton. These dues are payable on the gross reg. tons. From sunset to sunrise these charges are doubled.

VALPARAISO, Chili. Lat. 33° 1′ 53″ S; long. 71° 38′ W. Pop. 102,000. Tr.—I. Manufactured goods, machinery, iron, coal, lumber, petroleum, &c.; E. wheat, flour, copper ore, hides, wool, tallow, &c. Accn. The bay is well sheltered except towards the north, and during winds from this quarter in the winter season shipping is much exposed, although with good moorings there is no danger. There are two large floating docks, capable of receiving vessels of 3,000 tons, and a large wharf. Large vessels anchor in 10 to 25 fms, on good-holding muddy ground. Two floating dry docks, 300 by 60 by 21ft, and 265 by 15 by 16ft. Cranes to lift to 45 tons. Charges. Hospital dues 2½d per reg. ton, light and tonnage dues 5d. Pilotage. From 15/ for vessels of 100 to 200 tons to £2 14s for vessels of 1,000 to 1,200 tons and over, besides 14/ for boat hire. Towage. Steamtugs usually assist in mooring and unmooring; their charge is 5d reg. ton for each operation. These tugs may also be employed by vessels wishing to be towed from or to sea, the cost of such services ranging from £4 3s 4d to £8 6s 8d, according to size of vessel.

VANCOUVER, British Columbia. Lat. 49° 18' N; long.
123° 7' W. Accn. Depth of from 23ft to 26ft
close by wharf 1,000ft long. Charges. No port charges.
Towage. Minimum, vessels under 500 tons £72 18s 4d; maximum,
over 1200 tons £125.

VARNA, Bulgaria. Lat. 43° 12′ 0″ N; long. 27° 57′ 16″ E.

Pop. 24,555. Tr.—I. Manufactured goods, colonial produce, oil, pig-iron, coal, &c.; E. Grain, tallow, hides, cheese, dried beef, and wool. Accn. Anchorage in 8 to 10 fms. Charges. On vessel of 434 tons, £17 3s.

VEFSEN, Norway. Lat. 65° 56' N; long. 13° E. Tr.—
E. Deals and boards. Accn. There is sufficient depth of water for largest ships, but vessels visiting this port should be well provided with cables. Charges. On vessel 380 tons about

£33. Pilotage. On a barque of 250 reg. tons, ballast in, timber out, inwards from Villa £7; outwards to Villa £7 12s. Pilots from Villa have to stay on board four days without extra pay, after that 2/3 day. Towage. Steamers passing north and south every week can be had for towage.

VENICE, Italy. Lat. 45° 26' N; long. 12° 20' E. Pop. About 124,000. Tr.—I. Sugar, coffee, cotton, and woollen fabrics, cotton yarn and raw cotton, hardware goods, dye stuffs, salted fish, and grain. Accn. Vessels drawing 23ft can reach Venice.

VERA CRUZ, Mexico. Lat. 19° 11' 30" N; long. 97° 8' W. Pop. About 16,000. Tr.—I. Woven fabrics, wax, hardware, cutlery, paper, brandy, wines, metals, earthenware, and quicksilver; E. Bullion, cochineal, sugar, flour, drugs, indigo, pimento, provisions, sarsaparilla, leather, vermilla, logwood, and coffee. Accn. The harb is not adapted for vessels drawing over 181st. Pilotage. 10/5 (oot. Towage. 4/6 per foot. VICTOR HARBOUR, South Australia.—See Port Elliott,

Victor, and Rosetta Harbours.

VICTORIA HARBOUR (73 miles E. of Esquimault) Brit. Col. Lat. 46° 30′ N; long. 123° 20′ W.

Pop. 8,000. Tr.—I. General merchandise of every description; E. Lumber, coal, fish, furs, oil, skins, wool, and gold. Accn. There are wharves alongside which vessels of 16ft dft. can lie at LWST. It is only accessible to vessels of 15ft dft., although those of 18ft dft. can enter at the top of ST. A graving dock 430 by 95 by 261st.

VICTORIA HARBOUR, W. Coast of Africa. Tr. - I. Piece goods, machinery, rice, birds' nests, and specie; E. Sago, coal, timber, and cattle. Accn. Vessels drawing 14st can lie alongside most of the small jetties which are

private property. Pilotage. 5/ foot.
VILLA REAL DE SAN ANTONIO, Portugal. Accn. At LST. there are only about 6st of water on bar; springs rise 12st. Pilotage. Vessels under 132 tons 11d ton, and 11d for each additional ton above 132, provided always that the pilotage on any vessel shall in no case exceed £12 33 4d, or be less than 3/4. River pilotage 5/ for the first day, and 2/6 day after. Towage. Between Villa Real and

Pomeron 3d reg. ton each way.

VOLO, Greece. Lat. 39° 21′ N; long. 22° 58′ E. Pop.

7,000. Tr.—I. Iron, tin, coffee, refined sugar, spice, rice, leather, hides and skins, cotton and woollen goods, earthen and glass ware, and cutlery; E. Wheat, rye, barley, Indian corn, sesame seed, wool, silk, tobacco, cotton, &c. Accn. The harb. is

safe and well sheltered, with anchorage in 5 to 12 fms.

WALDEMARSVIK, Sweden. Lat. 58° 12' N; long. 16° 37' E. Tr.—E. Oats, pit props, timber, and pig-iron. Accn. Safe harb. for vessels of 14st dft. Charges. On a 273 ton vessel, dft. say 12st, about £19 5s. Pilotage. On a steamer of 273 reg. tons, ballast in and cargo out, 9ft dft. in, 13ft out :- In, £1 18s 7d; out, £2 8s 101d.

WALLAROO, South Australia. Lat. 33° 55′ 49″ S; long. 137° 37′ 30″ E. Pop. 3,000. Tr.—E. Copper. Accn. Vessels of any dft., say up to 24ft, can ride in the bay in perfect safety. There is a jetty 800st long, with 16st water at outer

end, erected by a private company. Charges. Ballast alongside 3/ ton, discharging alongside 1/9 ton. Light dues 1d ton in or out. Wharfage 1d ton. Disbursements of a vessel 800 tons £18 3s 4d. Pilotage. £2 in or out for vessels under 200 tons, and 1d ton in and out, over 200 tons. Towage. No steamtugs stationed, or required.

WARBERG, Sweden. Lat. 57° 6' N; long. 12° 14' E. Pop. 2,700. Tr.—E. Grain, stone, salt fish, &c. Accn.

Harb. has 14ft of water.

WARNEMUNDE, Germany. Lat 54° 11'N; long. 12° 6' E.
Pop. 10,000. Tr.—Same as Rostock.

Accn. 16 to 17ft across the bar. Vessels drawing 14ft may ascend from this port to Rostock. The pier has been extended by 400ft. Pilotage. See Rostock. Towage. See Rostock.

WELLINGTON, New Zealand. Lat. 41° 16′ S; long. 179° 19′ E. Pop. 10,000. Tr.—I. Dry goods, furniture, coal, &c.; E. Wool, grain, vegetables, &c. Accn. Port Nicholson is an excellent and specious bash. there is wherefore Nicholson is an excellent and spacious harb.; there is wharfage accommodation for vessels drawing 25ft. There is sufficient water for the largest ships. Charges. Light dues 4d and 6d ton. Shifting Id ton. Port charges 2d ton. Ballast 5/ ton. Pilotage. (In and out), sailing vessels of 500 tons or under 6d reg. ton; over 500 tons, first 500 tons 6d, for every ton over 500 tons 4d; steamers of all

sizes two-thirds of the rates for sailing vessels.

WEYMOUTH, N.S. Lat. 44° 26′ N; long. 66° W. Tr.—

E. Deals and boards, principally to Great Britain and West Indies. Accn. Vessels of 15ft dft. can cross bar at OST., and lie aground alongside of wharves. Charges. Port

dues 1d ton. Pilotage, Nominal, say 12/ to 15/.

WHAMPOA.—See Canton.

WIBORG, Russia. Lat. 60° 43′ N; long. 28° 45′ E. Pop. 13,000. Tr.—I. Sugar, coffee, salt, coals, wine, spirits, grain, herrings, tallow, &c.; E. Timber, butter, bristles, candles. Accn. Vessels drawing 10½ft can ascend to Wiborg. Charges. Expenses of a vessel of 1,247 tons, ballast in and deals out, about £170. Vessels drawing 15ft can enter outer port of Drangsound, which is about ten miles from Wiborg. Pilotage Erom. Sound, which is about ten miles from Wiborg. Pilotage. From £3 15s 1d for vessels of 9ft dft. to £9 16s 6d for vessels of 22ft dft.

WILHELMSHAVEN, Germany. Lat. 53° 32′ N; long.

8° 9′ E. Tr.—I. Coals, timber, and

bricks; E. Oats, beans, and peas. Accn. A tidal harb. and three dry docks. Sp. rise 12st, and N. 9st. Charges. On barque, 400 tons, cargo in and ballast out, £97 18s 4d. Pilotage. On a brig

of 180 tons, cargo in and ballast out, drawing 14ft, loaded: Sea pilotage to dock 87/, into dock 11/, out of dock 6/, to sea 50/.

WILMINGTON, California, U.S. Lat. 33° 43′ N; long.

118° 15′ W. Pop. 800. Tr.—I. Coal, iron, lumber, general merchandise; E. Grain, wool, wine, and fruits.

Accn. Ilas 10ft of water on the bar at LT. and 15ft at OHT. The harb. within the bar has a ship channel several miles in length, with

a depth of 26st at LT. at the lower end, shoaling after 2 miles to

oft. Charges. No port charges.
WILMINGTON, Cape Fear River, U.S. Lat. 34° 11' N; long. 77° 50' W. Pop. About 17,000. Tr. -I. Salt, general merchandise, &c.; E. Rice, turpentine, resin, cotton, wood, &c. Accn. Depth of water 16ft at LT. from the mouth of the Cape Fear River to Wilmington, 12 to 20st alongside the wharves. Charges. On a vessel of 179 reg. tons £35 145 7d. Pilotage. Bar pilotage, from £1 18s ofd for 6 and under 61ft to £13 148 104d for 171 and under 18st. River pilotage, from Smithville to Wilmington and vice versa, from £2 0s 13d for 6 and under 61st to £9 6s 1d for 15 and under 152st; from Five Fathom Hole to Wilmington and vice versa, from £1 98171d for 6 and under 61st to £6 6s 101d for 15 and under 151ft; from Smithville to Brunswick, or from Brunswick to Wilmington or vice versa, half the rate from Smithville to Wilmington; from Smithville to Five Fathom Hole, from Five Fathom Hole to Brunswick, from Brunswick to Campbell's Island, from Campbell's Island to Wilmington or vice versa. one quarter the rate from Smithville to Wilmington. Pilotage must be paid whether pilot is employed or not.

WILMINGTON Delaware, U.S. Lat. 39° 47' N; long. 75° 48' W. Pop. About 35,000. Tr.—I. General merchandise, &c.; E. Powder, cars, machinery, watches, flour, corn, meal, &c. Accn. Vessels drawing 17st can reach the

town at HW. Charges. None. Pilotage. None.

WINDSOR, N.S. Lat. 45° N; long. 64° 9' W. Tr.—I. Shipbuilding materials; E. Deals and plaster. Accn. Port perfectly safe for a vessel drawing 14tt, which can lie in mud alongside wharves. At HWST. 48ft; N. 40ft; at LW. channel is almost dry. Charges. No charge is made for wharfage. 2/1 at custom-house the only port charge. Towage. In 21d, and out, loaded 41d ton.

WISBY, Sweden. Lat. 57° 40' N; long. 18° 16' E. Pop. 16,000. Tr.—E. Marble, lime, cattle, and hops. The forests produce large trees fit for exportation. Accn. 14 to 16st in the new harb., and in the old harb. 11 to 13st. Charges. Moderate. On a vessel of 129 reg. tons, cargo of coals in and ballast out, about £10. Pilotage. On vessel drawing 11st in and

WISMAR, Germany. Lat. 53° 53' N; long. 11° 28' E. Pop. 16,000. Tr.—Same as Rostock. Accn. Close to the town there are 164ft of water, but the roads are safe and deep. Charges. A little cheaper than Rostock. Pilotage. See Warnemunde. Towage. See Rostock.

WOLGAST, Germany. Lat. 54° 4′ N; long. 13° 52′ E. Pop. 6,000. Tr.—E. Wheat, &c. Accn. 15ft in the harb.; vessels drawing more than 13ft must lighten at Ostertief. Charges. Port charges of a vessel 110 tons £7 10s. Filotage. On vessel of 210 reg. tons loaded £2 4s. Towage. From Wolgast to sea on vessel of 198 tons, 12st dst., about £7 6s. YARMOUTH, N.S. Lat. 43° 50′ N; long. 66° 10′ W. Pop. 8,000. Tr.—E. Fish, lumber, and deals. Accn.

Vessels of any dft. can enter at half tide; vessels of 16ft dft. can lie affoat at any of the wharves. Charges are low. Harb. dues 14/7. Wharfage and labour cheap. Pilotage. In and out about

Towage. 2d reg. ton inward and outward.

YENIKALE.—See Kertch.

YOKOHAMA, Japan. Lat. 35° 26' N; long. 13° 40' E. Pop. 50,000. Tr.—I. Dry goods, coal, petroleum, sugar, &c.; E. Tea, silk, lacquer ware. Accn. It is a good and safe port for vessels of any size. Sp. rise 6 ft; N. 4 ft. A graving dock 393 by 82 by 21ft, and dry dock 300 by 52 by 14 ft. Charges.

Expenses of a vessel 1,188 tons, cargo coal in and ballast out,

2438 175 5d. Pilotage. In or out 12/6 foot.
YSTAD, Sweden. Lat. 55° 27' N; long. 13° 30' E. Pop.
8,000. Tr.—I. Coals, iron, salt, potatoes, oilcake,
bones; E. Grain, oak, timber, beech, staves, and firewood. Accn. A safe harb. with a fine quay. Vessels of 16ft dft. can lie alongside the pierhead. Ystad is situated about 36 miles ESE. of Malmo. A patent slip 250 by 16ft for vessels up to 300 tons. Charges. A patent slip 250 by 16st for vessels up to 300 tons. Charges. For a vessel of 150 tons £13 to £15. Pilotage. On a ship of 150 reg. tons:—(a) coming with cargo from a foreign port, and going with cargo to a foreign port, (b) coming with cargo from, and going in ballast to a foreign port, (c) coming in cargo from a foreign port, and clearing coastwise in ballast:—(a) in, 12st, 14/2½; out, 12st, 14/2½; (b) in, 12st, 14/4½; out, 9st, 9/4; (c) in, 12st, 14/2½; out, 9st, 9/4. Towage. £1 6s 7d for vessels up to 250 reg. tons, above that size about 1½d per reg. ton.

ZANTE, Greece.—Lat. 37° 47′ N; long. 20° 54′ 42″ E.

Pop. 20,000. Tr.—I. Lumber, sugar, coffee, iron, coal, petroleum, &c.; E. Currants, olive oil, and wine. Accn. A capacious harbour. Ships anchor in from 10 to 12 fms at a distance of 500 to 1000 yds from and opposite to the town,

distance of 500 to 1000 yds from and opposite to the town, sheltering themselves behind a mole or jetty when the wind is from

the N.E. Charges. 15c. per ton with cargo in and out, 10c. per ton with cargo one way only. Expenses of loading a vessel of 298 tons about £51. Pilotage. From 7/ to 21/.

ZEBU, Philippine Islands. Lat. 10° 17' N; long. 130° 06' E. Pop. 10,000. Tr.—E. Chiefly sugar and hemp. Accn. Vessels (merchant) generally anchor SSW. of the fort, in 7 fms of water. Charges. On a vessel of 870 tons £103. Pilotage. On waters of 860 tons in ballest inwards and outwards with cargo. of sugar, shells, hemp, &c., in or out £10. On a ship of 1,434 tons reg. (1,763 Spanish tons), ballast in, and cargo of sugar and hemp out, shifting anchorage £1 os 10d, inwards £5 16s 8d, out-

wards £2 18s 4d.

ZIERIKZEE, Holland. THW. 2h; Sp. rise 101ft; N. 9ft. Tr.—I. Coals, wine, and provisions; E. Madder. Accn. Harb. about 1½ miles long, with accn. for ships drawing 16ft. There are also two shipbuilding yards. Charges. On a vessel drawing 15ft £12 11s 8d. Pilotage. On vessel of 226 reg. tons, 15ft dft, inward £5 15s, in winter from Oct. 1 to April 1, 18/6, in 15ft dft, inward £5 15s, in winter from Oct. I to April I, 15/0, in harb. 15/10, to sea 21/4, in winter 24/, moving each time 2/6. Towage. Under 300 to 1,000 tons, Helvoet to sea, from £6 5s to £13 6s 8d; ditto to Zierikzee, or vice versû £9 3s 4d to £18 6s 8d; ditto to Dordrecht £6 13s 4d to £15 16s 8d; Zierikzee to sea £4 3s 4d to £10; ditto to Dordrecht £10 to £17 10s; sea to Zierikzee or Helvoet £7 10s to £19 11s 8d; each 10 tons above 1,000, 4d. Two ships being towed together, each ship pays £1 13s 4d less; the second vessel has to use one hawser. One ship wishing two boats pays £3 6s 8d more for the second boat.

ZWOLLE, Netherlands. Pop. 25,005. Tr.—E. Cattle, iute. &c. Only frequented by vessels of small tonnage.

jute, &c. Only frequented by vessels of small tonnage. 6ft on bar. Pilotage. In and out, £2 15s. Charges. On vessel

of 79 tons drawing 61ft, £10 6s.

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Appriore Confrol only gives the sea-going vessels of at least 100 tons registered gross tonnage, therefore some difference must exist between the official statistics of a geometry and our list. N.B.—In the present issue (1800-81) and hanceforth, the above statistics shall include also vessels under 100 tons classed by the Burrers Ferking.

GENERAL STATISTICS OF EACH FLAG OF SAILING VESSELS.*

From the Bureau Veritas Répertoire Général, 1890-91.

FLAGS.				s under tons.	Ships recorded as lost.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
British	10,559	3,693,650	8	307	329	130,152
American	3,406	1,445,016	1	44	153	60,020
Norwegian	3,567	1,405,934		1	130	55,973
German	1,698	700,475	183	6,647	72	24,626
Italian	2,402	655,640	3	141	78	28,768
Russian	2,131	455,907	ĭ	35	19	6,862
Swedish	1,799	373,357	11	444	23	5,674
Greek	1,457	299,473	1	24	7	1,835
French	1,627	298,787	153	5,432	56	10,394
Spanish	1,359	253,426	•••		12	2,715
Dutch	861	230,250	2	74	29	11,402
Danish	877	145,862	33	1,222	23	6,258
Austrian	330	120,739	•••		13	4,934
Turkish	512	89,357	•••		•••	
Chilian	146	74,587			7	3,039
Portuguese	320	68,266	•••		11	2,546
Brazilian	268	56,222	•••	•••	2	916
Argentine Republic	106	29,378	1	41	1	1,073
Japanese ~	104	27,721	•••		•••	•••
Peruvian Hawaian	36 46	21,419	•••	•••	•••	
Uruguay	40	14,489	•••		2	748
Nicaraguan	23	10,125			•••	•••
Mexican	50	8,830	!		!	
Siamese	15	6,544		:::	,	177
Belgian	14	5,251		25		•••
Guatemala	16	4,728		-3	!	
Bolivian	5	3,992		::: 1	!	•••
Haitian	10	3,603		1		151
Roumanian	20	3,557]		-3-
Venezuelan	13	2,287				•••
Ecuador	4	1,731				•••
San Salvador	4 1	1,453				
Chinese	4	1,295				•••
Montenegrin	6	1,241				•••
Colombian	5	965			2	369
Liberian	3	916				
St. Domingo	5	854				
osta Rica	2	551				•••
Egyptian	1	414				• • •
Cunisian	2	130				•••
Iouduras	1	88				
Jnknown	16	3,574				•••
Total	33.870	10,540,051	398	14,436	970	358,641

^{*} The Repertoire General only gives the sea-going vessels of at least 50 tons register, therefore some difference must exist between the official statistics of each country and our list.

TARIFFS OF ALL NATIONS.

Corrected to November 15th, 1890.

I.—UNITED KINGDOM.

Articles subject to import duties in the United Kingdom, and the rate of duty levied upon each article, distinguishing the duties levied as ordinary import duties and those levied to countervail Excise and other Inland Revenue duties apon British productions, according to the tariff in operation at the present time. No export duties are levied in the United Kingdom.

ORDINARY IMPORT DUTIES.

Cocoa.—Raw, per lb., 1d.; husks and shells, per cwt., 2s.; cocoa or chocolate, ground, prepared, or in any way manufactured, per lb., 2d.

Coffee.—Raw, per cwt., 14s.; kiln-dried, roasted, or ground, per lb., 2d.

Chicory.—Raw or kiln-dried, per cwt., 13s. 3d.; roasted or ground, per lb. 2d.; coffee, chicory, or other vegetable matter applicable to the uses of

coffee or chicory, roasted and ground, mixed, per lb., 2d.

Fruit, Per cwt. (Dried).—Currants, figs, fig-cake, plums not preserved in sugar, prunes, and raisins, 7s.

Tea, per lb., 4d.
Tobacco, per lb.—Unmanufactured: stemmed or unstemmed, containing in every 100 lbs. weight thereof 10 lbs. or more of moisture, 3s. 2d.; containing less than 10 lbs. of moisture, 3s. 6d.; manufactured: cigars, 5s.; cavendish or negrohead, 4s. 6d.; snuff, containing in every 100 lbs. weight thereof, more than 13 lbs. of moisture, 3s. 9d.; not more than 13 lbs. of moisture, 4s. 6d.; other manufactured tobacco, and cavendish or negrohead manufactured in bond from unmanufactured tobacco, 4s. from unmanufactured tobacco, 4s.

wine, per gallon.—Containing less than 30 degrees of proof spirits, 1s.; containing 30 and less than 42 degrees of proof spirits, 2s. 6d. With an additional duty of 3d. per gallon for every degree of strength beyond the highest above specified. Degree not to exceed fractions of the next higher degree. Additional duty on sparkling wine imported in bottle, not exceeding the proved market value of 15s. the gallon, 1s. exceeding that value 2s. 6d.

IMPORT DUTIES TO COUNTERVAIL EXCISE DUTY.

IMPORT DUTY.

Beer and Ale, the worts of which were, before fermentation, of a specific gravity of 1,057 degrees, per barrel of 36 gallons, 6s. 6d.; and so in proportion for any difference in gravity.

Beer, Mum, and Spruce, per barrel of 36 gallons, the worts of which were, before fermentation, of a specific gravity not exceeding 1,215 degrees, £1 10s. 6d.

Spirits and Strong Waters.—Rum, brandy, Geneva, and unenumerated spirits, per proof gallon, 10s. 10d.; liqueurs, cordials, or other preparations containing spirits, in bottle, not tested for strength, per gallon, 14s. 8d.; perfumed spirits and Cologne water, per gallon, 17s. 3d. 175. 3d.

178. 3d.
Chloroform, per lb., 3s. 1d.
Chloral Hydrate, per lb., 1s. 3d.
Collodion, per gallon, £7 ss.
Ether, Acetic, per lb., 1s. 1od.
Ether, Sulphuric, per gallon, £7 6s. 2d.
Ethyl, Iodide of, per gallon, 13s. 7d.
Naphtha, purified so as to be potable, per proof gallon, 1os. 4d.
Soap (Transparent), in the manufacture of which spirit has been used per lb., ad. per lb., 3d.

Varnish, containing alcohol. See Spirit Duties.

IMPORT DUTIES TO COUNTERVAIL STAMP DUTIES.

Playing Cards, per dozen packets, 3s. 9d.

Note as to Articles charged with Import Duties.—In this return sub-divisions of articles of a similar nature, and subject to the same rate of duty, are classed under one head. The total number of articles and sub-divisions of articles in the English tariff of Import Duties, was 53 in May, 1875, as compared with 397 in 1859, and 1,046 in 1840.

II.—THE COLONIES.

For Tariffs of British New Guiana, see page 460; Canada, see page 462; Gold Coast Colony, see page 481; . Victoria, see page 483.

ABBREVIATIONS.

NZ. = New Zealand.

Tas. = Tasmania.

a v. = ad valorem.

Tr. = Trinidad. WA. = Western Australia.

NZ. = New Zealand.
Q. = Queensland.
SA. = South Australia (and Northern
Territories, indicated by NT.
inserted where special rates
apply to NT. only).

B. = Barbadoes. BQ. = British Guiana. C. = Ceylon. CQH. = Cape of Good Hope. Hon. = Honduras. I. = India. Ja. = Jamaica. M. = Mauritius. N. = Natal. NF. = Newfoundland. N8W. = New South Wales.

Acetic Acid.—See Vinegar.

Acids.—See Bleaching Materials.

Agricultural Machines.—See Iron, &c. (Machinery).

Ale. - See Beer and Ale.

Alkali.—B. 4% a v; BG. 7% a v; CGM. Caustic soda 10% a v, other kinds 13% a v; C. Manures free, other kinds 6½% a v; I. Free; Ja. Soda free, others 12½% a v; M. Articles generally used as manures free, others 7½% a v; N. 5% a v; NF. 13% a v; NSW. Soda crystals free; NZ. Ash caustic and sulphate, silicate, nitrate free, bicarbonare and soda crystals 20/ per ton, carbonate 40/ per ton; Q. Soda and crystals 40/ per ton, bicarbonate of soda 20/, caustic soda 30/, nitrate 5% a v, other 7½% a v; 8A. Soda crystals 40/ per ton, ash, caustic, nitrate, silicate free, other 20/ per ton; Tas. Ash, caustic, and silicate free, carbonate £9 6s 8d per ton, crystals £4 13s 4d per ton; Tr. Free; WA. 10% a v, soda crystals 40/ per ton.

Almonds.—See Confectionery.

Alum.—B. 4% av; BG. 7% av; CGH. 15% av; C. 61% av; I. Free; Ja. 121% av; M. 61% av; N. 5% av; NF. 13% av; N8W. Free; NZ. Free; Q. 71% av; SA. 10% av; Tas. Free; Tr. Free; WA. 121% av.

Anchors.—See Iron, &c.

Apparel.—B. 8% a v; BG. 7%; CGH. 15%; C. 6½%; l. Free; Ja. 12½%; M. 6½%; N. 5%; NF. 25%; NSW. Free; NZ. 15%; Q. 7½%; SA. 25%, (NT.) 15%; Tas. 10%; Tr. 4%; WA. 12½%.

Arsenic.—B. 4% av; BG. 7% av; CGH. 15% av; C. 6½% av; I. Free; Ja. 12½% av; M. 6½% av; N. 5% av; NF. 13% av; NSW. Free; NZ. Free; Q. 7½% av; SA. 10% av; Tas. Crude free, other 10% av; Tr. Free; WA. 12½% av.

Awnings .- See Cottons, &c.

Bacon and Hams, per cwt.—B. 5/7½; BG. 9/4; CGH. 9/4; C. 5/7½; I. Free; Ja. 18/8; M. 4/5½; N. 9/4; NF. 10/5; NSW. 18/8; NZ. 18/8; Q. 18/8; SA. 37/4, (NT.) 18/8; Tas. 18/8; Tr. Free; WA. 28/.

Bags.-See Cottons, &c.; also Linen, &c.

Bagy.—See Cottons, &c.; also Linen, &c.

Barytes.—B. 4% a v; BG. 7% a v; CGH. 15% a v; C. 6½% a v; Hon. Per lb, paints ½d.; l. Free; Ja. 12½% a v; M. 6½% a v; N. 5% a v; NF. 13% a v; NBW. Paint and colours ground in oil 3/ per cwt, varnishes 2/ per gall, other free; N. Druggists' sundries 15% a v, paints mixed, 2/ per cwt, other free; Q. Paints 2/ per cwt, other 5% a v; 8A. Paints 4/ per cwt, (NT.) 2/ per cwt, druggists' sundries 10% a v; Tas. Paints per cwt 4/8, chemicals 10% a v; Tr. Free; WA. 12½% a v.

Belts .- See Linen, &c.

Beef (Salted).—B. per cwt 5/7½; BG. pickled, dried, or smoked, per barrel of 200lbs. \$1 50c.; CGM. Per cwt 9/4; C. Per cwt 2/4; I. Free; Ja. Dry per cwt 9/4, wet 8/5; M. Per cwt 2/0; N. Per cwt 0/4; NF. 4/2 per 200 lbs; NSW. Free; NZ. Free; Q. 7½% a v; 8A. pickled 10% a v, other 9/4 per cwt; Tas. 1/8½; Tr. Except in tins 1/6 per 100 lbs.; WA. in pickle and brine and fresh 9/4.

Beer and Ale.— B. Per gall, in casks 2\(2\)d, in bottles 6d, with 25% additional on all duties; BG. In casks 4\(3\)d, in bottles 6d; CGH. All kinds 9d; C. In casks 3d, in bottles 3\(2\)d; Hon. Per lb 3d.; I. All kinds 1\(2\)d; Ja. All kinds 6d; M. In casks 7\(2\)d, in bottles per doz litres 2\(1\); N. All kinds 9d; NF. All kinds 10d; N8W. In casks 6d, in bottles 9d; NZ. In casks 9d, in bottles 1\(\); Q. In casks 9d, in bottles 1\(\); SA. 1\(\) per gallon (NT.) All kinds 9d; Tas. In casks 9d, in bottles 1\(3\); WA. All kinds 1\(\).

Bells.-See Brass, Copper, &c.

Belting.-See Hides and Skins.

Biscuits. - See Confectionery.

Blankets.—See Cottons, &c.; also Woven Manufactures.

BIBANKOUS.—See Cottons, &c.; also Woven Manufactures.

Bleaching Materials.—B. 4% a v; BG. Lime free, other 7% a v; CGM. 15% a v; C. Acids, fuller's earth free. others 6½% a v; I. Free; JZ. 12½% a v; M. Free; N. 5% a v; NF. 13% a v; N8W. Free; NZ. Acids free, druggrist's sundries 15% a v, others free; Q. Sulphuric 2'6 per cwt; BA. Nitric, sulphuric, and muriatic acid 5/ per cwt, (NT.) Sulphuric acid and bluestone free, others 10% a v; Tas. Carbonic, citric, sulphuric, carbolic, and muriatic acid, bluestone, chloride, and carbonate of lime free, tartaric 37 4 per cwt, blue 18%, others 10% a v; Tr. Free; WA. Disinfectants 5% a v, others 12½% a v.

Boilers .- See Brass and Copper.

Boiler Plates. - See Iron, &c.

Bolsters.-See Household Furniture.

Bolts, Bars, &c .- See Brass and Copper.

Books.—B. Free; BG. Free; CGH. Free, with registration charge of 1/ per ton or 6d per package, reprints British copyright 20% a v; C. Free; I. Free; Ja. Free; M. Free; N. 5% a v; NF. Free; NBW. Free; NZ. 15% a v; Q. Free; SA. Free; Tas. Free; Tr. Free; WA.

Boots and Shoes. - See Hides and Skins (Leather and Leatherwares).

Borax (refined).—B. 4% av; BQ. 7% av; CGH. 15% av; C. 6½% av; I. Free; Ja. 12½% av; M. 6½% av; N. 5% av; NF. 13% av; N8W. Free; NZ. Free; Q. 7½% av; SA. 10% av; Tas. 10% av; Tr. Free; WA. 12½% av.

Bottles. -- See Earthenware; also Glass.

Braces.—See Cottons, &c.

Brackets.-See Brass, Copper, &c.

Brandy.-See Spirits.

Brandy.—See Spirits.

Brass and Copper.—B. Composition nails, bolts, bars, rods, spikes, and rivets copper sheets, rods, bars, bolts, spikes, nails, and rivets, 4/8 per cwt, yellow metal in sheets 4/8 per cwt, copper and brass, old 2/3 per cwt, other kinds 4/2 a v; Bd. Fire engines, pans, teaches, tanks for manufacture of sugar and storage of water, telegraph and electric lighting materials free, other kinds 7/2 a v GdM. Railway and telegraphic materials free, metal sheathing or composition ro% a v, other kinds unwrought and wrought 15/2 a v; G. Machinery, apparatus, and parts free, copper sheathing, bars, bolts, ingots plates, nails, and tacks 5/7½ per cwt, brass sheets, wire, and nails 5/7½ per cwt, other kinds 6½/2 a v; Hon. Per lb, brass, bruto weight ½d, manufactures ½d, copper, ore, ingots, bar, sheet ½d, medical instruments ½d; l. Copper and brass, all kinds free; Ja. Pans for boiling sugar, copper pipes for conveying fluids, pumps for instruments 44d; I. Copper and brass, all kinds free; Ja. Pans for boiling sugar, copper pipes for conveying fluids, pumps for raising water, stills, or parts of, and parts of steam-engines, and machinery free, other kinds 12½% a v; M. Machinery and apparatus for manufacture or improvement of produce free, other kinds 6½% a v; N. Copper ore, machinery used exclusively in the manufacture of any of the productions of the soil, and in sawing timber, brick or of any of the productions of the soil, and in saving timiler, brick or tile making, or for agricultural, manufacturing and mining operations, distillation or other chemical processes, or in cleansing, preserving, or preparing articles for export free, other kinds 5% a v; MF. Old copper and composition metal, nail strips for manufacture of cut nails, copper and composition metal and nails for sheathing the bottoms of vessels, propellers for original or truction of steamers in the Colony free, copper and composition metal for ships, bar, bolt, and sheathing nails, ex. brass cut nails, machinery and parts of machinery 8% a v, all other 13% a v; NSW. All kinds free; WZ. Brass and Copper-continued.

Copper—continued.

Brass, pig, bar, sheet and solid rod tubing and stamped work in the rough for gasaliers and brackets, copper and composition, pig, bar, or sheet, rod, bolts, sheathing and nails, fine copper and brass wire for brush making, axles, axle arms, boxes, bolts, and nuts, firengines, gas pipes and machinery, and all material specially imported for gas works, grindery, toe and heel plates, metal frames for bags and sachels, photographic goods, printing machinery mounts for harness, ships' blocks, steam-engines and parts, tinsmiths, fittings, and trade furniture, tools, artificers', water pipes not otherwise described, and all materials which may be specially imported for the purpose of constructing water works free, percussion caps 1 per 1,000, musical instruments 15% a v, nails not otherwise enumerated 3/ per cwt, other kinds 15% a v; Q. Copper sheet, Muntz metal, machinery for manufacturing, sawing, sewing, agricultural, mining and pastoral purposes, steam-engines and boilers free, other kinds 5% a v; BA. Kettles and pans 25%, stoves, cornices, ovens, fenders and fire-irons, lamps, plated goods, musical instruments 10% a v, brass castings, forged work used in the manufacture of steam-engines, pumps, iron and brass, exceeding three-inch bore, steam boilers % a v, copper nails 2 per cwt, other kinds, unwrought and wrought free; Tas. Copper ore, ingots, sheets and plates of copper, brass, or bronze, brass cocks and tubing for engine fittings, copper or yellow metal, nod, bolt, sheathing, and nails, ships' blocks, binnacle lamps, signal lamps, compasses free, agricultural machinery, cart and carriage axle boxes 5% a v, other brass and copper ware 10% a v, Tr. Machinery, & C., for manufacture of produce and parts thereof free, other kinds 4% a v; WA.Copper sheet and rod 10% a v, machinery, apparatus, & C., fire-engines, machinery for boring for working and noily all mining and rails, gas plpes, parts coal, immigrants tools and instruments of trade not exceeding £10 in value, musical instruments, and parts for places of worship, and for volunteer force free, metal sheathing and rails, gas pipes, parts of steam engines, brewery and distillery plant, wire cloth for quartz crushing machinery, and work for patent slips and docks 5% a v, pumps and metal piping for raising water, telegraphic instruments, and wire to% a v, brass, sheet, or rolled copper, rod, sheet, and wire 5% a v.

Bread.—Tr. 1/6 per barrel; Ja. Per 100lbs 6; NF. Bread 20% a v, sea biscuit 20c per quintal.

Brewery Plant.-See Brass, Copper, Lead, &c.

Bricks.-See Earthenware.

Brimstone.—B. 4% av; BG. 7% av; CGH. Flowers of sulphur free, other 15% av; C. 6½% av; 1. Free; Ja. 12½% av; M. 6½% av; N. 5% av; NF. 13% av; NSW. Free; NZ. Sulphur 1/cwt.; Q. 7½% av; NF. 13% av; NSW. Free; NZ. Sulphur 1/cwt.; Q. 7½% av; NF. 13% av; NSW. Free; NZ. Sulphur 1/cwt.; Q. 7½% av; NF. 13% av; NSW. Free; NZ. Sulphur 1/cwt.; Q. 7½% av; NSW. Free; NZ. Sulph SA. Brimstone, crude for manufacturing free, other 10% a v; Sulphur free; Tr. Free; WA. 10% a v.

Bronze. - See Brass and Copper.

Building Materials.—See Lead, &c.

Burr Stones. - See Grindstones.

Butter, per cwt.—B. 7 6; BG. 9/4; CGM. Butter, including butterine, or any substance for use as, or mixing with, butter, 14; C. 5/7; Hon. Per lb 14d; I. Free; Ja. 18 8; M. 4.5; N. 28/; NF. 8/4; NSW. 1d per lb; NZ. Free; Q. 18 8; SA. 18/8, butterine 37/4 per cwt, (NT.) butter free; Tas. 18 8; Tr. 9/4; WA. 18.8.

Buttons.—See Cottons, &c.; also Glass; also Gold and Silver Ware; also Lead, &c.; also Linen, &c.; also Woven Manufactures.

Cabs.—See Carriages.

Candles, per cwt.—B. 94; BG. Tallow 4/8, other £1 38 4d; CGH. 9/4; C. 64% a v; Hon. Per lb 14d; I. Free; Ja. Tallow 7/, composition wax or spermaceti 18.8; M. 63% a v; N. 94; NF. 20 a v; NSW. 9/4; NZ. Tallow 4/8, other 14; Q. 18.8; SA. 18/8, (NT.) 9/4; Tas. 18/8; Tr. Free; WA. 18.8.

Canvas. - See Linen, &c.

Caoutchouc. - See Indiarubber, &c.

Cards.—See Paper, &c.

Carpets. - See Linen, &c.; also Woven Manufactures.

Carriages.—B. 4% a v; BG. 7% a v; CGH. Railway materials free, carriages, carts, and wagons, and other wheeled vehicles, including wheelcarts, and wagons, and other wheeled vehicles, including wheelbarrows 5% a v, axles, springs, and lamps, for carts and carriages 10% a v; C. 6½% a v; Hon. Carriages and horse cars, cars (railroad, steam), free; I. Free; Ja. Carriages, carts, and wagons agricultural, free, other kinds 12½% a v; M. 6½% a v; N. railway carriages free, other kinds 5½ a v; NF. 25½ a v; NSW. Free; NZ. Carriages, carts, drays, and wagons, 15½ a v, railway carriage and parambulators free, detached parts of carriages, carriage and cart wheels 15½ a v, other free; Q. 7½% a v; SA. Tilburys, dog-carts, gigs, Boston chaises, and other two-wheeled vehicles, on spring or thorough baces £0 a each, express wagons and wagons for spring or thorough braces & 10 each, express wagons and wagons for carrying goods, and single of double-seated wagons and four-wheeled buggres, without tops, mounted on springs or thorough braces £15 each, hansom cabs, safety, single, and double-seated wagons, wagonettes, and four-wheeled buggies, with tops £20 each, omnibuses and coaches, for "carrying mails or passengers £40 each, barouches, broughams, mail phaetons, drags £50 each, not enumerated 25%, (NT.) Carriages, carts, wagons, and vehicles of every description, and wheels 10% a v; Tas. Traction engine carriages, carriage shafts, spokes, naves or felloes free, carriages on two wheels and springs intended to be drawn by cattle on ordinary roads £6 each, carriages on four wheels ditto £12 each; cart and carriages axles, arms and boxes 5% a v, other kinds 10% a v: Tr. Carriages on springs, four-wheeled £7 each, ditto two-wheeled £4 each, other kinds free: WA. 20% a v. e Carriages. carrying goods, and single or double-seated wagons and four-wheeled

Carts. - See Carriages.

Gement.—B. Pozzolano, building and temper lime, free, cement 1/3 per barrel;

BG. Lime and plaster of Paris free, other 7/2 a v; CGM. Barrel of

400 lbs 1/6; C. 3/d per cwt; Hon. Free; 1. Free; Ja. 12/½ a v;

M. 6/½ a v; N. Portland and Roman 2 per barrel of 400 lbs,

other 5/2 a v; NF. 13/2 a v; NSW. 2 per barrel; NZ. 1/ per

barrel; Q. 2/ per barrel; SA. 2/ per barrel; Tas. Mineral od

per cwt; Tr. Free; WA. 2/ per barrel.

Chains .- See Gold and Silver Ware.

Cheese, per cwt.—B. 8/4‡; BG. 9/4; CGH. 18/8; C. 5/7‡; Hon. Per lb. ‡d; I. Free; Ja. 18/8; M. 4/5‡; N. 18/8; NF. 10 5; NSW. 18 8; NZ. Free; Q. 28/; SA. 37/4, (NT.) 18/8; Tas. 18 8; Tr. 9/4; WA. 28/.

Chemicals. - See Barytes.

China. - See Earthenware.

Chocolate and Propared Cocoa, per cwt.—B. Cocoa 2'4, other 4% a v; BG.
18'8; CGM. Confectionery and manufactured sweets 18'8, plain chocolate 4'8, cocoa 9'4; C. 6½' a v; I. Free; Ja. Cocoa 11'2½, other 12½' a v; M. 6½' a v; N. 10 per lb; NF. 28'; NSW.
Raw cocoa 28', all others £1 174 4d; NZ. £1 8s; Q. £1 184 SA. £1 8s; Tas. £1 8s; Tr. Free; WA. £1 8s.

Cigars and Cigarettes, per lb.—B. 5/; BQ. 5'; CGH. Cigars 4/ with 10% a v, cigarettes 3/; C. Cigars and cheeroots 1/104; Hon. Cigars Govt. monopoly, cigarettes 2/8 per lb; l. Free; Ja. Cigars 5'; M. Cigars 1/11; N. Cigars 4'; NF. Cigars 16'8 per M with 10% a v; NSW. 6'; NZ. 6/; Q. Cigars 5; SA. 6/3, (NT.) Cigars 5'; Tas. 5'; Tr. 2'; WA. Cigars 5.

Cinders.-See Coal.

Clocks and Watches, a v.—B. 4%; BG. 7%; CGH. 15%; C. 6½%; Hon. Per lb, clocks odd. watches 5/; l. Free: Ja. 12½%; M. 6½%; N. 5%; NF. 13%; NSW. Free; NZ. Movements for watches and watchmakers materials free, other 15%; Q. 7½%; SA. 15%; (NT.) 10%; Tas. Clocks for churches free, other 10%, watches 12½%; Tr. 4%; WA. 12½%.

Clothing. - See Cottons, &c.; also Linens, &c.; also Woven Manufactures.

Coaches. - See Carriages.

Coal, Cinders and Patent Fuel, per ton.—B. Fuel, coal and mixed preparations thereof and coke 2/6; BQ. Coal (including the package) 1 4 per hhd; loose, per ton 2', other 7% a v; CGH. Coal, coke and patent fuel 1' per ton; C. Free; Mon. Coal free; I. Free; Ja. Free; M. Free; N. Cinders and patent fuel 3'; NF. At St. John's, Harbour Grace, and Carbonear 1 3, other ports free; NSW. Free; NZ. Free; Q. Coals 2' per ton; SA. Free; Tas. Coal and coke 1', other to% a v; Tr. Free; WA. Free.

Cocoa. - See Chocolate.

Coffee.—B. 2/9½ per cwt; BQ. 7/ per cwt; CQH. 4/2 per 100 lbs; C. Free; I. Free; Ja. British colonial 22/4½ per cwt, other 12½% a v; M. 4/5½ per cwt; N. ½d per lb; NF. Green 22/6 per cwt, roasted 32/8 ditto; NSW. Raw 28/ per cwt, roasted 56/; NZ. Raw 28/ per cwt, roasted 56/; NZ. Raw 28/ per cwt, roasted 56/; NZ. Raw 28/ per cwt, roasted 42 6s 8d ditto; Q. Raw £1 175 4d per cwt, roasted £2 16s ditto; Raw, 28/ per cwt, (NT.) Raw free, roasted £1 175 4d ditto; Tas. Raw 28/ per cwt, roasted £1 175 4d ditto; Tr. Free; WA. Raw 18/8, roasted 28/ per cwt.

WA. Raw 18/8, roasted 28/ per cwt.

Confectionery (see also Chocolate), per cwt.—B. 4% a v; BG. £1 3s 4d; CGH.

14; C. 6½% a v; Hon. Biscuits per lb dd; I. Free; Ja. 12½%
a v; M. 6½% a v; N. 18.8; NF. 22/, jams and preserves 1d per lb;
NSW. (and fruit) 18/8, jams 9/4; NZ. Almonds used in confectioners' manufactures free, other almonds shelled and plain and unshelled, and biscuits 3/, fancy biscuits, confectionery (boiled sugars, comfits, losenges, &c.), 18.8, bottled fruits (except syrup or spirits) 1/ per doz., dried fruits 18.8, candied peel £1 8s, jams, jellies, marmalades and preserves 14/, other kinds 15% a v; Q. 37/4, biscuits 18/8, jams and jellies per doz reputed pints or lb jars 2;
SA. 28/, biscuits 18/8, (NT.) 18/8; Tas. 9/4, almonds 18/8, biscuits plain 9/4, fancy 18/8, candied fruits 28/4, honey 18/8, confectionery 18/8, preserves, jams, jellies, &c. 9/4; Tr. Free; WA. £1 17s 4d per cwt, biscuits 9/4.

Copper Wares.—See Brass and Copper.

Copper Wares.—See Brass and Copper.

Copperas, a v.—B. 4%; BG. 7%; OGH. 15%; C. 6½%; I. Free; Ja. 12½%; M. 6½%; N. 5%; NF. 13%; NSW. Free; NZ. As drugs, druggists' sundries and apothecaries' wares 15%, other free; Q. 7½%; SA. Bluestone free, other 10%; Tas. Free; Tr. Free; WA. 124%.

SA. Bluestone free, other 10%; Tas. Free; Tr. Free; WA. 12½%.

Cordage and Twine.—B. Cordage 1/8½ per cwt, twines 4% a v; BG. Cordage including gasketing 4/2 per cwt; CGM. 15% a v; C. Coir yarn, rope, fibre, and twine and strands, free, other kinds 6½ a v; 1. All kinds free; Ja. 12½% a v; M. 6½% a v; N. 5% a v; NF. Twine to be used in manufacturing net in Colony free, cordage, viz., rope and hemp, coir and manilla cables, and fishing tackle 10% a v; NSW. Cordage and rope 2/ per cwt, other kinds free; NZ. Coir yarn, twine tor harvesters and binders, fishing nets and sailmakers' seaming and roping twine free, twine not otherwise enumerated 15% a v, cordage and rope 5/ per cwt; Q. cordage and rope 8/ per cwt, twine 9/4 per cwt; SA. Cordage, coir rope 5/ per cwt, other (except galvanised and other iron and steel cordage) 11/ per cwt, galvanised and iron 3/ per cwt, twines and cord, including fishing lines (except sewing or seaming twines) 18/8 per cwt, (NT.) Cordage, rope, spun yarn (except raw yarn used for manufactures) and whipcord, 3/ per cwt, cotton and linen cords 10% a v, twine free; Tas. Whaling gear, rope and cordage free, twine 9/4 per cwt, whipcord 10% a v; Tr. Cord, ferretings 4% a v, others free; WA. 5% a v.

Corn (Wheat).—B. 6d per 100 lbs; BG. 24d per bushel; CGH. 1/4 per 100 lbs,

Corn (Wheat).—B. 6d per 100 lbs; BG. 24d per bushel; CGH. 1/4 per 100 lbs; flour 1/; C. 64d per bushel; Hon. Free; I. Free; Ja. 9d; M. 63d per cwt; N. Free; NF. Free; NSW. Free; NZ. 9d per 100 lbs; Q. 6d per bushel; SA. 2/ per 100 lbs, (NT.) By sea 10% a v, other free; Tas. 10d per 100 lbs, flour 1/3; Tr. 5d per bushel; WA. 6d per 60 lbs.

(Indian).—B. 6d per 100 lbs; BG. 5d per bushel; CGH. 1/per 100 lbs
C. 6dd per bushel; Hon. Free; I. Free; Ja. 4d per bushel
M. 7dd per cwt; N. 1/per cwt; NF. 12½ a v; NSW. Free;
NZ. 9d per 100 lbs; Q. 6d per bushel; SA. 2/per 100 lbs, (NT.)
By sea 10%, other free; Tas. 8d per 100 lbs, corn flour and maizena 1d per lb; Tr. 5d per bushel; WA. 6d per 60 lbs.

maizena rd per lb; Tr. 5d per bushel; WA. 6d per 6o lbs.

(Wheaten).—B. 4/2 per barrel; BG. 4/2 ditto; CGH. 3/6 per 100 lbs;
C. 1/104 per cwt; Hon. Free; I. Free; Ja. 8/1 per barrel; M. 9/4d
per cwt; N. Free; NF. 1/04 per barrel; NSW. Free; NZ. 1 per
100 lbs; Q. Free; SA. 2/1 per 100 lbs, (NT.) By sea 10%, other free;
Tas. 1/3 per 100 lbs; Tr. 3/4 per barrel; WA. 20/1 per 2000 lbs.

Rice).—B. 6/4d per cwt; BG. 1/2 per cwt; CGH. 11d paddy, 1/4 per 100
lbs; C. 6/4d per bushel, paddy 3/2d per cwt; I. Free; Ja. Undressed
1/1 per bushel, other 3/1 per 100 lbs; M. 6/4d per cwt; N. 1/2 per cwt;
NF. 12½% a v; NSW. 3/1 per cwt; NZ. 4/8 per cwt; Q. 9/4 per cwt
barley od per bushel, malting do. 1/6, maize and oats 8/6; SA. 3/2
per cwt (4/8 per cwt in Northern Territory); Tas. 9/4 per cwt; Tr.
1/2 per cwt; WA. 2/1 per cwt.

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Corrugated iron.—See Iron, &c.
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Cotton. -- See Woven Manufactures (Cotton).

Crystals.-See Alkali.

Disinfectants.—See Bleaching Materials.

Dogs.-Tr. :o/ each.

Drapery.-See Cottons, &c.

Druggists' Materials.-See Barytes; also Bleaching Materials.

Druggists' Sundries. - See Sal Ammoniac.

Dye stuffs .- See Indigo.

Earth-Closets .- See Earthenware.

Eau de Cologne. - See Perfumery.

Eau de Cologne.—See Perfumery.

Earthenware and Porcelain, a v.—B. Empty stoneware bottles free, bricks, ½ per 1,000, all other 4% a v; BG. Bricks 1/3 per 1,000, other 7%; OdM. Telegraphic materials free, other kinds 15%; C. Bricks and tiles, apparatus and parts of machinery free, other kinds 6/%; Hon. Per lb. earthen, stone, and china ware, according to quality, ½ to 1½d; l. All kinds free; Ja. Bricks (not Bath), pipes for conveying fluid, tiles free, other kinds 12%; M. Bricks and tiles apparatus for manufacture or improvement of produce free, other kinds 6/½; N. Bricks, fire-bricks and tiles 5%; NF. All kinds 13%; NSW. All kinds free; N.Z. Drainage pipes, tiles, and bottles empty, all materials specially imported for the construction of gas-works, waterpipes not otherwise described, and all materials specially imported for the construction of waterworks free, earthenware, chinaware, porcelain and parian ware*15%; Q. All kinds 7½%; SA. chinaware and earthenware not enumerated 15%, (NT.) 20%, tiles, brown earthenware, 23%; Tas. Water pipes, drain pipes, draing tiles, fire and building bricks free, chinmer-pots of per cwt, all other kinds 10%; Tr. 4% a v; WA. Drainage pipes and tiles, and earth-closets 5%, stone bottles and telegraphic materials 20%, other kinds 12½%. 121%.

Electrical Apparatus.—See Brass, Copper, &c.; also Earthenware; also Glass, &c.; also Indiarubber, &c.

Electrotypes. - See Lead, &c.

Engine Fittings.—See Iron, &c.

Epsom Salts, a v.—B. 4%; BG, 7%; CGH, 15%; C. 6½%; I. Free; Ja. 12½%; M. 6½%; N. 5%; NF. 8%; NSW. Free; NZ. 15%; Q. 7½%; SA. 10%; Tas. Free; Tr. Free; WA. 12½%.

Essences, per gall.—NSW. With not more than 25% of proof spirits 4/, over 25% 14/.

Fenders.-See Brass, Copper, &c.

Fencing Wire.-See Iron, &c.

Fire Arms. -N. Guns 20/ each; pistols or barrels 5/ each.

Fire Bricks. -- See Earthenware.

Fireclay, a v.—B. 4%; BG. 7%; CGH. 15%; C. Free; I. Free; Ja. 123;; M. 64%; N. 5%; NF. 13%; NSW. Free; NZ. Free; Q. 75%; SA. Free; Tas. Free; Tr. Free; WA. 121%.

Fire Engines. -See Brass, Copper, &c.; also Iron and Steel.

Fire Irons.-See Brass, Copper, &c.

Fire Irons.—See Brass, Copper, &c.

Fish.—B. Dried add per cwt, pickled 5d per barrel, other kinds 4% a v; BG.
a'r and 1.04 to 8.4 respectively; CGM. Dried and pickled 9.4
(but produce of Africa, free); C. Dried 114d per cwt, pickled 114d
per barrel; Mon. Per lb 4d; I. Free; Ja. Dried 3.11 per cwt,
smoked salmon 18.8 per cwt, wet or salted 10/6 per barrel of 200 lbs,
other kinds 12½ a v; M. Dried and pickled 1.04 per cwt; N. Dried
and pickled 3% a v; NF. Cod and haddock 6'3 per cwt, other kinds
free; NSW. Dried and pickled 9/4 per cwt; NZ. 2/; Q. 9/, preserved
2/ per doz lbs, salted and dried 5/ per barrel; SA. Dried and salted,
and sardines (except in pickle or brine), 0/4 per cwt; preserved
(except sardines), fish paste 13/8 per cwt, (NT.) Dried 9/4 per cwt,
pickled 10% a v; Tas. Ditto Tr. Dried 9/4; WA. 12\(\) (a v.

Floor Cloth .- See Linen.

Flour.-See Corn.

Fuller's Earth .- See Bleaching Materials.

Furs .- See Hides, Skins, &c.

Qasaliers.—See Brass, Copper, &c.

Ghee.-Tr. 9/4.

Qin.-See Spirits

Glass and Glasswares, a v.—B. Bottles, empty free, other kinds 4%; BG. Electric lighting and telegraphic apparatus free, other kinds 7%; CGM. Telegraphic materials, &c., bottles of common glass, imported full free, other kinds 15%; C. All kinds 6½%; Hon. Per lb, glass and manufactures 1d; l. All kinds free; Ja. All kinds 12½%; M. Glass bottles full, except fancy bottles or decanters, free, other ported tunines, sales and services and 1. All kinds free; Ja. All kinds 12½/; M. Glass bottles full, except fancy bottles or decanters, free, other kinds 6½/; N. Glass and glasswares 5½/; NF. All kinds 13½/; NSW. All kinds free; NZ. Bottles of all kinds, empty (except for druggists' fittings), photographic goods, stained glass for churches, school apparatus free, crown, sheet and common window glass 2/ per 100 ft sup., plate, polished, coloured and other kinds of glass not otherwise enumerated 15½/, sashes glazed with ornamental glass 4/ per pair, ditto with plain glass 2/ per pair, glass-ware and looking-glasses 15½/; Q. All kinds 7½/; SA. silvered glass, glassware, cut, engraved, etched, or ground, and bottles (except medicine bottles) 25½/, other kinds 12½/. etc. Cottons, &c.; also Hides, &c.; also Woven Manufactures.

Gloves .- See Cottons, &c.; also Hides, &c.; also Woven Manufactures.

Gold and Silver Wares, a v.—B. All kinds 4%; BG. All kinds 7%; CGM.
All kinds 15%; C. All kinds 64%; Hon. Per lb, jewellery, gold 5%
duble 1/8; I. All kinds free; Ja. All kinds 12½%; M. All kinds 65%;
N. All kinds 5%; NF. All kinds 13%; NSW. All kinds 6free; NZ. All
kinds 15%; Q. Jewellery and plate 25% a v; SA. Gold leaf free, other
kinds 10%, jewellery, silverware 25%; Tas. All kinds 12½%; Tr. All
kinds 4%; WA. All kinds 90%.

Gold Leaf.-See Gold and Silver Wares.

Goloshes. - See Hides, Skins, &c.; also Indiarubber, &c.

Gresse, a v.—B. Tallow 2/3 per cwt, other 4%; BG. 7%; CGM. Tallow 1/6; per 100 lbs; C. Free; I. Free; Ja. Tallow, grease, tallow-grease, or grease and slush free; M. Bone oil free, other 6½%; N. 5%; NF. Tallow 5%, other 13%; NBW. Free; NZ. Free; Q. Tallow 14/per cwt, other 15%; SA. Turpentine and varnish 6d. per gall.; NT. Free; Tas. Tallow and suet free; Tr. Free; WA. 12½%.

Grindstones and Milistones, a v.—B. 4%; BG. Millstones free, grindstones 7%; OGH. 15%; C. Free; J. Free; Ja. Mills, parts of, free, other kinds 15%; N. Machinery for manufacture of produce free, other 64%; NF. Parts of machinery 8%, other kinds 13%; NSW. Free; NZ. Free; Q. Machinery for manufacturing purposes free; BA-Free; Tas. Free; Tr. Machinery for manufacture of produce free, other kinds 4%; WA. Millstones 5%, grindstones 12½%.

Gunpowder.-N. per lb. 6d; Tr. 9/4.

Quns.—N. each 20/.

Gutta Percha.—See Indiarubber, &c.

Haberdashery.-See Indiarubber, &c.; also Linen, &c.; also Woven Manufactures.

Hams. -- See Bacon and Hams.

Handkerchiefs.—See Linen, &c.

Hardware. - See Household Furniture.

Mats (Beaver, Silk and Felt) a v.—B. 4%; BG. 7%; CGM. 15%; C. 64%; I. Free; Ja. 124%; M. 64%; N. 5%; NF. 13%; NSW. Free; NZ. 15%; Q. 74%; Sd. from 8 to £2 85 per doz, not enumerated 25%; (NT.) 10%; Tas. 10%; Tr. 4%; WA. 124%.

Hemp.—See Linen.

Hemp.—See Linen.

Hides, Skins and Leather (Unwrought and Wrought), a v.—B. Hides and skins, raw free, other kinds 4%; BG. All kinds 7%; CGN. Boots, &c. 2/to 8/per doz pairs, with to% a vin addition, other 15%; C. All kinds 6½; Hon. Per lb, according to quality 4½d to 1%, leather 4½d, wares 1/; t. All kinds free; Ja. Raw hides, pipes for conveying fluids, free, other kinds 12½; M. All kinds 6½; N. 5%; NF. Not tanned, curried, or dressed free, leather 15% a v; NSW. All kinds free; NZ. Boots, &c. 2/to 12/per doz pairs, leather, 10le, 4/8 per cwt, other kinds 19/4, manufactures 15%; Q. Leather 37.4, boots and shoes, men's 22/per dozen pairs, youths 14. boys 12/, women's 13, girls 11/, small do. (Nos. 7 to 10) 8; SA. Hides and skins, raw, free, boots and shoes from 11/6 to 33; per doz. pairs, harness, saddlery made up,

Mides, Skins and Leather—continued.

and leatherware, all kinds 25%; (NT.) Boots and shoes 10%, leather, patent, kid, &c., free, other 10%; Tas. Hides and skins, raw and unmanufactured free, leather and all goods manufactured therefrom, in whole or in part, including hides and skins dressed in any manner 10%; Tr. Leather manufactures, being boots, shoes, slippers and leggings of all kinds, harness and saddlery 4%; WA. Hoes 5%, hides, raw, free, and apparatus for raising and distributing water 10%, all other 5%, saddlery and harness 20%.

Mone — 8. 4% a v. B.C. 2% a v. C.C.M. 10% a v. C. free; Hon, kd lb; i, free;

Hops.—B. 4% a v; BG. 7% a v; CGH. 10% a v; C. free; Hon. ½d lb; l. free; Ja. 18½ a v; M. 6½ a v; N. 5% a v; NF. 13% a v; NSW. 3d lb; NZ. 6d lb; Q. 6d lb; SA. 6d lb; (NT.) 3d lb; Tas. 2d lb; Tr. free; WA. 4d lb.

Morses. - B. Foals, horses belonging to equestrian companies and taken away with them, and race horses after the first importation, if drawback has not been claimed, five, other horses, under 13\(\frac{1}{2}\) hands 10\(\circ \) each, ditto of or above 13\(\frac{1}{2}\) hands 2\(\circ \) each, BC. horses, stallions under 14\(\frac{1}{2}\) hands 2\(\circ \) to 8\(\circ \) each, all other horses 2\(\circ \) as 2\(\circ \) each; CGM. free; C. free; I. free; Ja. 10\(\circ \) each; MSW. Free; NZ. Free; Q. Free; SA. Free; Tas. Free; Tr. \(\frac{1}{2}\) 2s 6d each; WA. Free.

Hose. -- See Hides, &c.

Hosiery.—See Cotton, &c.; also Indiarubber, &c.; also Linen, &c.; also Woven Manufactures.

Woven Manuactures,

Household Furniture, a v.—B. 4%; BG. 7%; CGH. 15%; C. 6½%; I. Free

Ja. 12½%; M. 6½%; N. 5%; NF. H. F. settlers, free, manufactures

of wood (except cabinet wares) 20%, other furniture 13%; N8W.

Free; NZ. 15%; Q. Imported with and by passengers for use, free,
other 7½%; SA. 25%; (NT) 10%; Tas. Cabin furniture (passengers
arriving in the Colony) free, other kinds 10%; Tr. Hardware 4%,
furniture 4%; WA. Cabin furniture (passengers arriving in the
Colony) free, other 20%. Colony) free, other 20%

Indiarubber and Gutta Percha (Unwrought and Wrought), a v.—B. All kinds 4%; BG. Electric lighting and telegraphic apparatus free, other kinds 7%; CGM. Goloabes at per donen pairs with 10% a v additional, other kinds (unmanufactured) free; C. All kinds 6½%; Hon. per lb, manufactured 4d; Ja. Pipes for conveying fluids free, other kinds 13½ a v; M. All kinds 6½%; N. Indiarubber, unmanufactured, with a registration charge of 1/2 per ton or 6d per package, free, other kinds 13½ a v; NF. All kinds 13½ a v; NSW. All kinds free; NZ. Gutta percha manufactures not being wearing apparel, and not otherwise enumerated, boot elastic, rubber-cloth (carriage and coach builders) free, goloshes 2/6 per dozen pairs, apparel and ready-made clothing of all sorts 15½ a v, floorcloth, haberdashery, hosiery, leather cloth bags and leather cloth 15½ a v, other articles free; Q. All kinds 7½ a v; BA. Goloshes, indiarubber cushions, druggists' tubing 10% a v, other kinds free; Tas. Boot elastic and indiarubber sheeting for engine fittings free, other kinds 10% a v; Tr. waterproof articles (textiles and wearing apparel) 4% a v, other kinds free; WA. Telegraphic instruments 10% a v; other kinds 5%.

Indigo.—B. 4% a v; BQ. 7% a v; CGM. 15% a v; C. 6½% a v; Ja. £1 8s per

Indigo.—B. 4% a v; BG. 7% a v; CGM. 15% a v; C. 61% a v; Ja. £1 86 per cwt; M. 64% a v; N. 5% a v; NF. Free; NSW. Blue 9 4 per cwt, other free; NZ. Blue 9/4 per cwt, other free; Q. Blue 9/4 per cwt, other 78% a v; SA. Blue 9/4 per cwt, other 10% a v; Tas. Dye stuffs for manufacturing purposes free, other 10% a v; Tr. Free; WA. 12½% a v.

Ink .- See Paper, &c.

Iron and Iron Wares (Plain and Galvanised, Pig, Bar, Rod, Plate, Sheet, and Hoop).—B. Hoops, bars and rods 7/5} per ton, other 4% a v, machinery for cultivation or manufacture of sugar free; BG. 10% a v; machinery for cultivation or manufacture of sugar free; BG. 10% a v; CGM. Bar free, rod 5% a v, other (except railway and telegraph materials free) 15% a v, agricultural implements (except Kafir hoes and picks) 5% av, sheet iron (not corrugated) free; G. Railway and hoop free, pig 4/82 per ton, bar and rod 7/6, plate and sheet 0/42; Mon. Per lb 3d, manufactures 14d, medical instruments 44d., I. Free; Ja. 12½% a v; M. 6½% a v; N. Fig, hoop and tram rails free, NF. Boiler and ship plates and pig free, other 8% a v; M8W. Corrugated bars or sheets 40/ per ton, other free; NZ. Free; Q. Free; SA. Boilers ac%, iron or steel columns, girders (rolled or riveted), pipes, tules, nails

Iron and Iron Wares—continued.

and screws \$\insert 2 \text{ per ton}; (NT.) Iron and ironwares free; Tas. Free; Tr. 4% a v; WA. Iron and steel wire, standards and staples for fencing 10 a ton, iron gates, hurdles, and wrought bars for fencing 1/ per cwt, iron and steel, unworked, bar, sheet, rod, plate and hoop iron, pig iron free, other \$\insert 3.

Galvanised and other kinds.—B. Nails \$\frac{1}{12}\$ per cwt, other \$\insert 4. a v; BG. Part free, part \$\insert 5. a v; CGH. Galvanised \$\frac{1}{2}\$ \insert a v; anchors and ship cables free, lencing wire and agricultural implements \$10\in a v; other \$\frac{1}{2}\$ a v; C. Galvanised \$2\intert 12 \intert 2 v; m. other \$1. a v; n. Galvanised \$2\intert 2 v; m. other \$2\intert 2 v; d. Part free, part \$12\intert 2 v; m. other \$2\intert 2 v; d. v; n. Galvanised \$2\intert 2 v; m. other \$2\intert 2 v; d. v; n. Galvanised \$2\intert 2 v; d. v; n. Galvanised \$2\intert 2 v; d. v; n. Galvanised \$2\intert 2 v; d. v; n. Galvanised \$2\intert 2 v; d. v; n. Galvanised corrugated sheet \$40\intert 10 v; d. other \$1\intert 2 v; d. v; d. v; n. other \$2\intert 2 v; d. v; d. v; n. other \$2\intert 2 v; d. v; d

other 5% a v.

Iron Wares .- See Iron, &c. Jams, &c .- See Confectionery. Jewellery .- See Gold and Silver Wares. Jute. - See Linen, Hemp and Jute. Kerosine. - Sec Oils. Lamps. - See Carriages. Lard,-Tr. 3/

Lard.—Tr. 3/
Lead and Leadwares.—B. Lead, old free, sheet and pipe 1/14 per cwi, other kinds 4% a v; BG. Printing type and material and pipes for gas works free, shot 9/4 per cwi, other kinds 7% a v; CGH.
Printers' materials free, other kinds, unwrought and wrought 1/4 a v; C. Printing materials free, lead, sheet, pipe, pig, and shot 1/1d per cwi, other kinds 6/1/2 a v; Hon. Per lb 1/2d, manufactures 4/d; l. All kinds free; JA. Pipes for conveying fluids free, other kinds 1/2/2 a v; M. Printing type and materials free, solder 8% a v; other kinds 1/2/2 a v; N. Printing type and materials free, solder 8% a v; other kinds 1/2/2 a v; NSW. Shot 5/ per cwi, other kinds free; NZ. Pig, bar, or sheet lead, bullding materials not otherwise specified, gas pipes and machinery, and all material specially imported for the construction of gas works, paints, wet or dry, unmixed, printing type or materials, pumps and apparatus for raising water, water-pipes not otherwise described, and all material specially imported for the construction of water works, free, shot

Lead and Leadwares

Leadwares—continued.

10/ per cwt, lead and compo piping 3,6 per cwt, paints, mixed 2/ per cwt, other kinds 15% a v; Q. Lead, sheet and pig free, white and red 2/ per cwt, shot 2/ per cwt, other kinds 7½ a v; 8A. Window sashes 4/ and 6/ per pair, (NT.) 2.6, lead, pipe and sheet, also shot 2/6 per cwt, red and white lead 2/ per cwt, other kinds free; Tas. Lead ore, pig lead, printing type and materials free, shot 9/4 per cwt, white and red lead and lead paint 4/8 per cwt, lead milled, sheet or piping 2/6 per cwt, other kinds 10% a v; Tr. All kinds 4% a v; WA. Lead, pig, sheet, and piping 2/6 per cwt, shot 5/ per cwt, brewery and distillery plant, type, 5% a v, other kinds 12½ % a v.

Leather and Leather Wares .- See Hides and Skins.

Leggings .- See Hides, &c.

Lime.—See Bleaching Materials; also Cement.

Linen, Hemp and Jute Yarns and Thread.—See Yarns and Thread (Linen, Hempen and Jute).

Linen, Hemp and Jute.—See Woven Manufactures.

Machinery.—See Brass, Copper, &c., also Earthenware, also Grindstones, also Iron, &c., also Lead, &c., also Zinc, &c.

Magazines. - See Paper, &c.

Manures. - See Alkali, also Oil Cake.

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Matches, Lucifer and Wax.—B. Boxes containing 100 matches each, and so in proportion, 1/per gross; BG. Matches, per gross of boxes 60 cts.; CGM. In boxes of not more than 100, and so in proportion for larger boxes, 2/per gross; C. 6½% a v; 1. Free; JA. Boxes containing 100 matches each, and so in proportion, 5/per gross; M. 6½% a v; N. I. boxes, &c., of not more than 100, 1/per gross; M. 1/per gross (except safety matches or part thereof); (NT.) Free; Tas. Wax westas 3/per cubic foot, lucifer matches 1/ditto; Tr. Matches, lucifer-boxes, or packages of not more than 120 matches and in proportion above that number, 2/6 per gross; WA. 12½% a v. Mattreasas.—See Household Divertiums.

Mattresses.—See Household Furniture.

Medals. - See Gold and Silver Ware.

Metal Sheathing.—See Brass, Copper, &c.

Methylated Spirit.-See Spirits.

Mills.-See Iron, &c.

Millinery.-See Linen, &c , also Woven Manufactures.

Millstones. - See Grindstones.

Mining Machinery. - See Iron, &c. (Machinery).

Mirrors.-See Glass.

Molasses. - See Sugar.

Musical Instruments.—See Brass, Copper, &c.

Nails.—See Brass, Copper, &c., also Iron &c.

Newspapers .- See Paper, &c.

Nitrates. - See Alkali, also Saltpetre.

Oil Cake and Meal.—B. Oil meal and cake 5½d cwt; BQ. Manure free, other 7½ a v; CGM. 15½ a v; C. Copperah and castor-seed Poonac free, Poonac 5½d cwt; Hon. Per lb, oilcake and meal ½d; I. Free; JA. Free; M. Copperah, or Poonac, free, other kinds 6½ a v; N. 5½ a v; NF. 13½ a v; NBW. Free; NZ. Free; Q. As manure, free, other 1½½ a v; SA. Free; Tas. Oil cake, linseed free, other 10½ a v; TF. Oil meal 1/1½ per cwt, oil cake free; WA. 12½ a v.

Oil Cloth.-See Linen, &c.

Oil Giotn.—See Linen, &c.

Oil Paintings.—See Pictures.

Oils, per gall.—B. Kerosine 24d, other kinds 4% a v; BG. Oils giving off inflammable vapour at 73° F. per gall 2/6, gasoline and all other (except easential, nedicinal, perfumed and castor is), other of gall; C. Kerosine, linsed and vegetable 64% a v, other free; Mon. Per lb, animal, mineral and vegetable 64% a v, other free; Mon. Per lb, animal, mineral and vegetable 4d; I. Free; JA. 9d; M. 62% a v; N. Kerosine and linsed 4d; other oils in § gall vessels 6d; all other 5% a v; NF. Palm 5% a v, kerosine 3d per gall, other 13% a v; NBW. Animal, black, cocoanut and sperm free, other 6d; NZ. Fish, olive and palm

Oils-continued.

free, vegetable and perfumed 15%, other 6d; Q. Castor, Chinese cod liver, colra, neatsfoot, linseed, and vegetable oils 1 per gallon, mineral oils and turpentine 6d; SA. Sperm, seal and cod free, kerosine 3d, other 6d, salad oil 2/ per gall, (NT.) 3' doz qts; Tas-Medicinal, fish and perfumed 10% a v, kerosine 1/, other 1/: Tr. 1/: WA. 6d.

See Oils. Ofive Oil .-

Omnibuses.-See Carriages.

Paints .- See Barytes, also Lead, &c.

Paper and Stationery.—B. 4% a v; BG. Printing free, other 7%; CGH.

Printing paper free, other 15%; C. Stationery 64%, paper free;

Hon. Books, maps, engravings free, paper, manufactures, according to quality, per 1b, 14d, 3d, 4dd, odd; l. Free; Ja. 12½; M. 6½; N. 5%; NF. 13%, printing and sheathing paper free; NSW.

Stationery and printing paper free, wrapping paper 34, writing paper 94 cwt; NZ. Paper, printing and writing (uncut) free, wrapping 2/ or 2/6 cwt, other and stationery 15%; Q. Paper bags, so per cwt, printed paper 7/6, paper of demy size and above free;
SA. Paper bags, printed 15/ per cwt; not printed 10/ per cwt, ink, writing and printing paper free, wrapping, blotting and tissue paper 3/4 cwt, stationery, part 25%; (NT.) 10%; part free; Tas. Stationery 10%, ink free, paper uncut 5%, other 10%; Tr. Creosote 4%, petroleum, cocoanut, and other kinds 1/ per gall; WA. 124%.

Paper-making Machines.—See Iron. &c. (machinery).

Paper-making Machines.-See Iron, &c. (machinery).

Parasols.-See Umbrellas and Parasols.

Patent Fuel.-See Coal.

Perambulators.-See Carriages.

Percussion Caps .- See Brass and Copper.

Perfumery.—B. Soap 1/4 per cwt, other 4% a v; BG. perfumed spirits, \$2.50 per gallon; CGH. Spirits, perfumed 15 per gallon other 15% a v; C. 6½% a v; JA. All spirituous compounds 10/ per gallon, soap 6/9 per cwt, other perfumery 12½% a v; M. 6½% a v; N. Spirits, perfumed 9/ per proof gallon, other perfumery 5½ a v; N. Perfumed spirits 6/8 per proof gallon, other perfumery 5½ a v; N. Perfumed spirits, do water 15/ per gallon, other free; NZ. Essential oils free, tollet vinegar 14/ per gallon, other free; NZ. Essential oils free, tollet vinegar 14/ per gallon, perfumed spirits and Cologne water £1 is per gallon, perfumed oils 15% a v, perfumery and toilet preparations not otherwise enumerated, including soap, scented and fancy 35% a v; Tas. Soap, perfumed and fancy £1 8/ per cwt. spirits, perfumed 18/ per proof gallon, other perfumery 10% a v; Tr. Perfumed spirits 8/ per gallon, other perfumery 10% a v; Tr. Perfumed spirits 8/ per gallon, other perfumery free; WA. 20% a v.

Petroleum.—See Oils.

Phosphor Bronze.—See Brass, Copper, &c.

Phosphor Bronze.—See Brass, Copper, &c.

Photographic Apparatus.—See Brass, Copper, &c., also Glass.

Photographic Apparatus.—See Brass, Copper, &c., also Glass.

Planos, a v.—B. 4%; BG. 7%; CGH. 15%; C. Free; J. Free; Ja. 12½; M.

Pianos for professional use, the property of a person coming to the
Colony, and if arriving within three months before or after the
proprietor free, other 6½%; N. 5%; NF. 13%; NSW. Free; NZ.
15%; Q. 7½%; SA. 10%; Tas. 10%; Tr. Free; WA. 12½%

Pickles and Bauces.—B. 4% a v; BG. 7% a v; CGH. 15% a v; C. 6½% a vs.

1. Free; Ja. 12½% a v; M. 6½% a v; N. Pickles, sauces 5% a v; NF.
13% a v; NSW. 6d per dozen pints; NZ. Pickles of per dozen pints,
sauces 5d, per dozen pints; Q. 166 per dozen reputed pints or lbs; SA.

Reputed pints 1/ per dozen; Tas. Pickles 3/ per doz quarts, 2/ per
dozen pints, sauces in bottles 4/ per doz quarts, 3/ per dozen pints;
Tr. 4% a v; WA. 12½% a v.

Pictures.—B. Free; BG. 2% a v; CGH. 15% a v; C. Free; Hon. Per lb. bruto.

Pictures.—B. Free; BG. 7% a v; CGH. 15% a v; C. Free; Hon. Per lb, bruto-weight s/; l. Free; Ja. Free; M. Free; N. 5% a v; NF. When not intended for sale free, other 13% a v; NSW. Free; NZ. 15% a v; Q. 74% a v; SA. Free; Tas. Free; Tr. Free; WA. 10% a v.

Pig Iron. - See Iron, &c.

Pillows. - See Household Furniture.

Pipes.—See Brass, Copper, &c.; also Hides, &c.; also Indiarubber, &c.; also Iron, &c.; also Lead, &c.; also Zinc, &c.

^{*} No allowance for under proof spirits.

Pitch.—B. Free; BQ. Tar and pitch 2/1 per barrel; CGH. 15% av; C. 6½% av; Mon. ½d per lb; l. Free; Ja. 12½% av; M. 6½% av; N. 5% av; NF. 8% av; NSW. Free; NZ. Free; Q. 7½% av; SA. Free; Tas. Free; Tr. Free; WA. 5% av.

Plaster. -- See Cement.

Plate. - See Gold and Silver Wares.

Plate Glass.—See Glass.

Ploughs.-See Iron, &c. (Machinery).

Porcelain. - See Earthenware and Porcelain.

Pork, Salted, per cwt.—B. 5/7½; BG. Pork, pickled, \$1.50 per barrel of 200 lbs; CGH. 9/4; C. 2/4; I. Free; Ja. 15/ per barrel of 200 lbs; M. 2/0; N. 9/4; NF. 2/4; NSW. Free; NZ. Free; Q. 7½% a v; SA. Pickled 28/, (NT.) Pickled 10% a v, other 9/4 per cwt; Tas. 10% a v; Tr. Free; WA. 10% a v.

Portable Engines.—See Iron, &c. (Machinery).

Printers' Materials. - See Lead, &c.

Printing Materials.—See Paper, &c.

Propellers.—See Brass, Copper, &c.

Pumps.—See Brass, Copper, &c.; also Iron, &c.; also Lead, &c.

Rails .- See Iron, &c.

Railway Materials.—See Iron, &c.

Reaping Machinery.—See Iron, &c. (Machinery).

Ribbons.-See Woven Manufactures.

Rice.-See Corn.

Rings.-See Gold and Silver Ware.

Rivets.—See Iron, &c.

Roofing States.—B. 4% a v; BG. 4/2 per 1,000; CGH. 15% a v; C. Free; I. Free; Ja. Free; M. Free N. Free, NF. 13% a v; NSW. Free; NZ. Free; Q. 7½% a v; SA. Free; Tas. 10% a v; Tr. Free; WA. 12½% a v.

Rosin.—B. Free; BG. a'r per barrel; CGM. 5% a v; C. Free; Hon. id per lb; l. Free; Ja. Free; M. 6i% a v; N. 7% a v; NF. 8% a v; NSW. Free; NZ. Free; Q. 7i% a v; SA. Free; Tas. Free; Tr. Free;

Rubber. - See Indiarubber.

Rum.-See Spirits.

Saddlery and Harness.—See Hides and Skins.

Sail Cloth.-See Linen, &c.

Sails, &c .- See Cottons, &c.

Sal Ammoniac.—B. 4% a v; BG. 7% a v; CGM. 15% a v; C. 61% a v; I.

Free; Ja. 12½% a v; M. Ammoniacal liquors and salts free; N.
5% a v; NF. 13% a v; NSW. Free; NZ. As drugs and druggists
sundries 15% a v, other free; Q. 1½% a v; sulphate ammonia free;
SA. 10% a v; Tas. 10% a v; Tr. Free; WA. 12½% a v.

8alt.—B. Free; BG. Free; CGM. In bulk or bags of not less than 100 lbs 3\frac{1}{2}d per cwt, all other free; C. 4/ per cwt, manufacturers free; I. Imported into British Burma 2/8\frac{1}{2}d per cwt, other parts of British India 3/4\frac{1}{2} per cwt; Ja. Rock salt free, other 1/1\frac{1}{2} per cwt; M. 6\frac{1}{2}/a v; N. Salt free; NF. In bulk 10d per ton; NSW. 1/ per cwt; MZ. Free; Q. Free; 8A. Rock free, other 1/ per cwt; Tas. 1/6 per cwt; Tr. Free; WA. Rock free, other 1/ per cwt.

Saltpetre.—B. 4% a v; BG, 7% a v; CGH. 15% a v; G. Saltpetre refuse for manure free, other 11½d per cwt; l. Free; Ja. 12½% a v; M. Nitrate of potash and soda free; N. 5% a v; NF. 13% a v; NSW. 1/ per cwt; NZ. Free; Q. 4/ per cwt; SA. 25/ per ton, (NT.) 1/ per cwt; Tas. 1/6 per cwt; Tr. Free; WA. 12½% a v.

Sauces. - See Pickles and Sauces.

Sawing Machinery.—See Iron, &c. (Machinery)

Shawls .- See Cottons, &c.

Ships' Cables. - See Iron, &c.

Shot. - See Lead, &c.

Silk Yarns and Thread. - See Yarns and Thread (Silk).

Silk Woven Manufactures. - See Woven Manufactures (Silk).

Silver .- - See Gold and Silver Wares.

Silver Leaf. - See Gold and Silver Wares.

Silver Wares.—See Gold and Silver Wares.

Slippers .- See Hides, &c.

Soaps (see also Perfumery).—B. r'4 per cwt; BG. Common 2'4 per cwt, perfumed 7% a v; CGH. Common brown, blue, yellow, or mottled od per 100 lbs, other 15% a v; C. 6½% a v; Hon. Common 3d per lb, scented 4d; l. Free; Ja. 6/2 per cwt; M. 6½% a v; N. 3% a v; NF. 13% a v; NSW. Free; NZ. Common 3/6 per cwt, sounted and fancy 25% a v; Owder and washing powder 15% a v; Q. 10/ per cwt; SA. Fancy 37/4 per cwt, other 9/4 per cwt, extract of soap and washing powders 18/8, (NT.) Fancy 10% a v; other 1/ per cwt; Tas. Perfumed or fancy £1 8s per cwt, other 9/4 per cwt; Tr. a'r WA. Toilet 12% a v, other 3/ per cwt.

8oda.-See Alkali.

Solder.-See Lead, &c.

Sowing Machines.-See Iron, &c. (Machinery).

Sperm Oil.—See Oils.

Spinning Machines. - See Iron, &c. (Machinery).

Spirits (see also Perfumery) per proof gall.—B. 4/ and 6/, with a ** additional on duty; BQ. 10/5*; CQH. 3d to 6d per gall; C. \$/5\; Hon. Bruto weight, 3d per lb; 1. 8/*; Ja. 10/10 (irrespective of strength); M. 24/*; N. 9/*; N. F. From 4/0 to 10/; NSW. 14/*; NZ. 14/*; Q. 12/*, perfumed 20/, methylated 5/; SA. 14/, (NT.) 128; Ton. Spirits of any strength 15/, methylated 3/, perfumed £/4; T. Rum 6/6, other (per liquid gallon) 8/; WA. 15/*, methylated and other spirits rendered unfit for human consumption 1/ per gall, spirits of wine (rectified not medicinal) 20/ per gall. (rectified, not medicinal) so/ per gall.

Springs.—See Brass, Copper, &c., also Carriages.

Starch.—B. 1/14 per cwt; BG. 7% av; OGH. 15% av; C. 63% av; Hon. 3d per lb; l. Free; Ja. 125% av; M. 62% av; N. 5% av; NF. 13% av; MSW. 0.4 per cwt; NZ. 2/ per cwt; Q. 9/4 per cwt; NF. 9/4 per cwt; Tas. 9/4 per cwt; Tr. Free; WA. 124% a v.

Stationery .-- See Paper. &c.

Stereotypes.—See Lead, &c.

Stoneware. -- See Earthenware.

Straw Plaiting for Hats, a v.—B. 4%; BG. 7%; CGH. 15%; C. 64%; I. Free; Ja. 124%; M. 64%; N. 5%; NF. 13%; NSW. Free; NZ. Free; Q. 7½%; SA. Free; Tas. 10%; Tr. Free; WA. 12½%.

7½; SA. Free; Tas. 10%; Tr. Free; WA. 12½%.

Sugar.—B. Raw free, refined, vacuum, crystallised free other 11/2½ per cwt; EQ. Raw and refined 18/8 per cwt; CQH. 3/1½ per 100 lbs; C. Raw 1, 4½ to 3/3½ per cwt, refined 5/½; Hon. Sugar and molasses ½d per lb; 1. Free; Ja. Raw 11/2½, refined 16/8 per cwt; M. Raw 3/6 per cwt; Rome 16/2; per cwt; N. Raw 3/6 per cwt, refined 1d, per lb; NF. Raw 12/6 per cwt, refined 1/9, bastard 14/7; NSW. Raw 5/, refined 6/8, treacle 3/4 per cwt; NZ. Raw or refined 4/8 per cwt; Q. Raw 5/, refined 6/8 per cwt; SA. Sugar free, molasses and treacle 3/per cwt, (NT.)

Free; Tas. Raw 6/ per cwt, refined, loaf and crushed 9/4, other 6/per cwt; Tr. Raw or refined 10/per cwt; WA. Sugar, molasses and treacle 4/per cwt. treacle 4/ per cwt.

Sulphur.-See Brimstone.

Syrups.—See Sugar.

Tallow .- See Grease.

Tar.-See Pitch.

Tarpaulins.—See Linen, &c.

Tea.—B. Per lb. 3d; BG. 6d; CGH. 1d; C. 5jd; l. Free; Ja. 1/; M. 1d; N. 6d; NF. 3d per lb, with 20% a v; NSW. 3d; NZ. 4d; Q. 6d; SA. 3d (6d per lb in Northern Territory); Tas. 3d; Tr. 6d; WA. 4d.

Telegraph Materials and Apparatus.—See Brass, Copper, &c., also Earthenware, also Glass, also Indiarubber.

Tents .-- See Cottons, &c.; also Linen, &c.

Threads.-See Yarns.

No allowance for underproof.

Tiles .- See Earthenware, also Zinc, &c.

Timber.—Tr. Sawn or hewn 8 3 per 1,000 ft super, staves 12 per 1,000, wood hoops 3/ per 1,000; N.S.W. (Ex-building and dye woods) dressed per 100 ft super 3/, rough 1/6, doors, sashes, &c., 2 each.

per 100 ft super 3/, rough 1/6, doors, sashes, &c., 2 each.

Tin and Tin Wares.—B. All kinds 4% a v; BQ. All kinds 7% a v; CQH. Plate or sheet 5% a v, other 15% a v; C. Tin, cake or slab 11½d per cwt, tin plates 1/4½ per cwt, all other 6½% a v; Mon. ½d per lb; l. All kinds free; Ja. Stills, and parts 0, free, other kinds 12½% a v; M. All kinds 6½% a v; N. Tin ore and tin plates free, other kinds 13% a v; NSW. All kinds free; NZ. Tin, pig, bar, sheet, foil, and tinsmiths fittings free, tinware 15% a v; Q. Tin plates and block tin free, other kinds 7½% a v; SA. Tubing 2½6 per cwt, tin ware and japanned ware, 25% (NT.) 10% a v, other kinds, unwrought and wrought, free; Tas. Tin ores unmanufactured and plates free, other kinds 10% a v; Tr. Tin and tin ware 4% a v; WA. Tin block, plate, and foil 5% a v, all other 20% a v.

Tissues.—See Woven Manufactures.

Tissues. - See Woven Manufactures.

Tobacco (Unmanufactured) per lb.—B. 1/; BG. 1/3 to 1/10]; CGH. 6d; C. 2 7-10d; Mon. 1/8; I. Free; Ja. 6d; M. 1/5; N 6d; NF. 10d; NSW. For manufacture in the Colony 1/, otherwise 3/, unmanufactured 1/, cigars 6/, cigarettes 6/; NZ. For manufacture Colony 2/, otherwise 3/6; Q. 3/; SA. 1/73, snuff 6/, (NT.) 1/; Tas. 2/; Tr. 9d; WA. 1/, for sheepwash 3d.

Tobacco (Manufactured), per lb.—B. 1/6; BG. 1/10; CGM. 2/; C. 5/d; l.
Free; Ja. 1/; M. 1/9; N. 2/; NF. 10d, with 5% a v; NSW. 3/;
NZ. 3/6; Q. cigars 5/6, cigarettes 6/; BA. 2/9, (NT.) 2/; Tas.
cigars and cigarettes 6/, snuff 9/; Tr. 1/; WA. 3/.

Toilet Preparations.—See Perfumery.

Toys, a v.—B. 4%; BG. 7%; CGH. 15%; C. 6½%; I. Free; Ja. 12½%; M. 6½d; N. 5%; NF. Manufactures of wood 20%, other 13%; NSW. Free; NZ. 15%; Q. 7½%; BA. 10%; Tas. 10%; Tr. Free; WA. 12½%.

Tubing.-See Brass, Copper, &c.; also Indiarubber, &c.

Turpentine.—B. 4% a v; BQ. crude s/r per gallon, spirits of, od pe gallon; GGM. 13d per gallon; G. Free; l. Free; Ja. 9d per gallon; M. 63% a v; N. Imported in vessels of not less than half a gallon 6d per gallon, other 5%; NF. Crude 8% a v, other 13% a v; NSW. 1/per gallon; NZ. 6d per gallon; Q. 6d per gallon; SA. 6d per gallon; Tas. 1/per gallon; Tr. 1/per gallon; WA. 6d per gallon.

Twine. - See Cordage; also Yarns.

Type.—See Lead, &c.

Umbrellas and Parasols.—B. 4% a v; BG. 7% a v; CGH. 15% a v; C. 6½% a v; I. Free; Ja. 12½% a v; M. 6½% a v; N. 7% a v; NF. 13% a v; NF. Pree; NZ. 15% a v; Q. 7½% a v; SA. 20%, parts (except covers) free; NT. 10% a v; Tab. 10% a v; Tr. 4% a v; WA. 12½% a v.

Valves.-See Brass, Copper, &c.

Vanegar.—Be 4% a v; BG. 7% a v; OGH. §d per gallon; C. Acids free, other 6½% a v; I. Free; Ja. 12½% a v; M. 6½% a v; N. 5% a v; NF. 7½d per gallon; NSW. 6d per gallon; NZ. 6d per gallon; C. In wood od per gallon, in bottle 1/ per gallon, NZ. 6d per gallon; Oralining not more than 3½% of acidity 2/ per gallon, every extra 10% or part 8d per gallon, or extra 1½% or part ad per gallon, (NT.) od per gallon; Tas. 6d per gallon; Tr. Free; WA. 6d per gallon.

Wagons .-- See Carriages.

Watches. - See Clocks and Watches.

Waterproofing.—See Indiarubber, &c.

Weaving Machines. - See Iron, &c. (Machinery).

Wheat.-See Corn.

Wheels. - See Carriages.

Wheelbarrows. -- See Carriages.

Window Sashes. - See Zinc, &c.

Wines.—B. od per gallon in wood, in bottle, sparkling 2, other od per gallon, with, in each case, 25% additional on duty; BG. Wines not exceeding 8/4 in value, in wood, and containing less than 26% proof spirit 2 r per gallon, bottled 4/2 per dozen quarts, 2/1 per dozen pinus;

Wines—continued.

CGH. in wood 6d per gallon, in bottle 1' per dozen quarts;
C. In wood, claret 114d, other 110d per gallon, in bottle, claret 4/84, other 5/3 or 7/6 per dozen quarts; I. In wood, sparkling 2, other 3 per gallon, in bottle, sparkling 4, other 10 per dozen quarts; M. Wine in barrel 2/6 to 21 6 per Maltese barrel according to strength, in bottles or jars 3) per doz; N. Claret 1/6, ponta 2/6, sparkling 5/6, other 4/ per gallon; NF. Champagne 12/6 per gallon, claret 1/6, hock, Burgundy, and light Rhenish 3/6, Malaga and Montilla costing at port of shipment 3/4 per gallon, and any other above that price 4/2 and 12/2/6, av, ditto costing under 3/4 per gallon 1/5/4, port and Madeim 6/8, sherry and Manzanillo 4/2, Spanish, red Denia, Sicilian, Figueira, red Lisbon, Cape and Lisbon common 1/5/2, all other 4/2 and 12/2/2 v; NSW. In wood 4/6 or 5/6 per gallon, in bottle, sparkling 10/6, other 3/ per dozen quarts; NZ. In wood 4/6 or 5/6 per gallon, in bottle, sparkling 10/6, other 9/6 rep gallon, in bottle, sparkling 10/6, other 9/6 rep gallon, 2/2/2 v; NSW. In wood 5/6 per gallon, in bottle, sparkling 10/6, other 10/7 respectively; Tas. In wood 6/6 per gallon, 2/2 deg. 8/d, to 4/2 deg. 2/6, in bottle, per dozen, 4/2 deg. or lower 2/6, and 3/d per gallon additional per degree above this strength; WA. Sparkling 7/6, other 5/ per gallon.

Wire.—See Brass, Copper, &c.; also Iron, &c.

Woollen and Worsted Yarns and Thread.—See Yarns (Woollen and Worsted)

Worsed Yarns and Thread.—See Yarns (Woollen and Worsted).

Woollen and Worsted Yarns and Thread.—See Yarns (Woollen and Worsted).

Woollen and Worsted).

Woven Manufactures (Cotton).—B. Tissues 4% a v; BG. Tissues 7% a v; CGH. Tissues and manufactures of 75% a v; C. Tissues 5% a v; Hon. 44 to 940 per lb; I. Free; Ja. Tissues 12% a v; M. Tissues 61% a v; N. Tissues, cotton blankets or sheets, pure or mixed, in piece or in pairs 15% a v, other kinds 5% a v; NF. 23% to 20% a v; NSW. Tissues and manufactures of free; NZ. calicoes, and dress prints in the piece (value not exceeding 3d per yard) free, other 15% a v; Q. Shirtings, cotton piece goods, calicoes, prints, muslins, sheetings, and cotton ticks 5% a v, tissues 7½% a v; SA. Free; Tas. Cotton, hemp, and jute bags 4d each, wool packs 4d each, gunny bags and corn sacks free, other 10% a v; Tr. 4% a v; WA. Tissues 7½% a v; CGH. Tissues and other manufactures of, 15% a v; C. Tissues, gunnies free, other kinds 64% a v; Hon. 4d per lb, manufactures 5/; I. Free; Ja. Tissues 12½% a v; M. Tissues 61% a v; N. Bagging free, other kinds 5% a v; NF. Canvas, salcloth and bagging 10%, ready-made clothing 20% a v, other 13%. NSW. Tissues, bags and sacks 1/ per dozen, gunny bags 6d per dozen, woolpacks 3/ per dozen, other tissues, made up or not, free; NZ. Brown holland, Forfar sheeting, salicloth, duck, &c. (in the piece) free, other 15%, flour, gunny and hessian bags free, woolpacks 26 doz.; Q. Tissues and piece goods 5% a v; SA. Sails (new) 25%, tents and tarpaulins 20%, other (and NT.) free; NZ. Tissues, corn sacks, gunny bags free, woolpacks 40 each, other bags of hemp or jute 4d each, other kinds 7% a v; Tr. 4% a v; WA. Piece goods 12½%, canvas 5%, wool bales 4d each corn sacks 1/ dox, other 6d.

Woven Manufactures (Silk).—B. Tissues 4% a v; C. Tissues 61% a v; N. Tissues, 2% a v; N. Tissues, 2% a v; SA. 15% a v; N. Tissues, 3% a v; N. Tissues, 3% a v; N. Tissues, 3% a v; N. Tissues, 4% a v; C. Tissues 61% a v; N. Tissues, 2% a v; N. Tissues, 2% a v; N. Tissues, 2% a v;

Yellow Metal. - See Brass, Copper, &c.

Yarns and Thread (Cotton).—B. All kinds 4% av; BG. All kinds 7% av; CGM. All kinds 15% av; C. All kinds 5% av; I. All kinds fee; Ja. All kinds 12½ av; M. All kinds 6½% av; N. All kinds 5% av; NF. All kinds free; NSW. All kinds free; NZ. Sewing cottons and thread free, other kinds 15% av; Q. Twine 9/4 per cwt, other kinds 15% av; All kinds free; NZ. Sewing cottons and crochet 10% a v, sewing thread free; Tas. Candle cotton and spun yarn free, all other 10% av; Tr. All kinds 4% av; WA. All kinds 12½ av.

Yarns and Thread (Linen, Hempen and Jute).—B. All kinds 4% a v; BG.
All kinds 7% a v; CGM. All kinds 15% a v; C. 64%; i. All
kinds free; Ja. All kinds 12½% a v; M. All kinds 6½% a v; N. All
kinds 5% a v; NF. Hemp yarn free, cordage 10%, other 17½%;
NSW. All kinds free; NZ. Sewing thread, &c. free, other kinds 15%
a v; Q. Twine 9½ per cwt, other kinds 7½% a v; BA. Sewing
thread and twine free, spun yarn 3½ per cwt, other 10% a v; BA. Sewing
All kinds 10% a v; BT. All kinds 4% a v; WA. All kinds 12½% a v.
Yarns (Sill).—B. All kinds 4% a v v. BG. All kinds 7 a v. CGM. All kinds 15%

All kinds 10% a v; Tr. All kinds 4% a v; WA. All kinds 124% a v.

Yarns (Silk).—B. All kinds 4% a v; BG. All kinds 7% a v; C. All kinds 64% a v; I. All kinds free; Ja. All kinds 124% a v; M. 66% a v; N. All kinds 5% a v; NF. All kinds 13% a v; NSW. All kinds free; NZ. Silk twist (shoemakers' and saddlers') and sewing silk free, other kinds 15% a v; Q. All kinds 74% a v; BA. Free; Tas. 10%; Tr. All kinds 4% a v; WA. All kinds 124% a v

Yarns and Thread (Woollen and Worsted).—B. All kinds 4% a v; BG. All kinds 7% a v; CGH. All kinds 15% a v; C. All kinds 64% a v; I. All kinds free; Ja. All kinds 124% a v; M. All kinds 64% a v; N. All kinds 5 % a v; NF. Woollen and worsted yarn of all kinds 10% a v; NSW. All kinds free; NZ. Sewing threads free, other kind 15% a v; Q. All kinds 74% a v; SA. Sewing free, spun yarn 3/ per cwt, all other 10% a v; Tas. All kinds 10% a v; Tr. All kinds 4% a v; WA. All kinds 124% a v.

kinds 4% a v; WA. All kinds 121% a v.

Zinc and Zinc Warea.—B. All kinds 4% a v; BG. All kinds 7% a v; CGM.
All kinds 15% a v; G. Apparatus and parts of machinery free, zinc in cake or alab 11140 per cwt, zinc perforated 5/72 per cwt, other kinds 6½% a v; Hon. 140 per lb: l. All kinds free; Ja. Pipes for conveying fluids, stills, or parts of, and parts of steam-engines and machinery free, other kinds 12½% a v; M. Machinery and apparatus for manufacture or improvement of produce, free, other kinds wrought and unwrought 6½% a v; N. All kinds 5% a v; NF. Zinc and zinc nails for sheathing vessels, nail strips for manufacture of cut nails, printing materials free, other kinds 13% a v; NSW. All kinds free; NZ. Zinc plain sheet free, sheet other than plain 15% a v, tiles, ridging, guttering, piping, and roll, 1/per cwt, other manufactures 15% a v; Q. Zinc free, zinc ware 7½% a v; SA. Window sashes 2/6 per pair, tubing 2/6 per cwt, other kinds free; Tase. Ore, ingot, sheet, and plate free, other kinds 12½% a v.

WA. Zinc sheet 5% a v, other kinds 12½% a v.

TARIFF OF BRITISH NEW GUIANA.

Arrowroot, sago, tapioca, maizena, maccaroni, starch, corn-	
flourper lb.	ıd.
Aërated or mineral watersper doz. pints	6d.
Beer, ale, porter, cider (in bottle)per 6 quarts or twelve	od.
	6d.
Biscuits (faucy or sweetened)per lb.	1d.
•	1d.
Blue ,,,	
••	1d. 1d.
Barley, split peas,	
Cordage and ropeper ton	106.
Cigars and cigarettes, including wrappersper lb.	48.
Coffee, cocoa, chocolate, and chicory,, Confectionery, including cakes, comfits, ginger, butterine,	2d.
sweetmeats, and muts of all kinds except cocoanuts, per lb.	2d.
Caps (percussion)per 100	2d. 1d.
Cheeseper lb.	1d.
Candles	1d.
Cordials and syrups not included under spirits per gallon	15.
Dynamiteper lb.	3d.
The second second and a second second	3d. 1d.
Fruits, bottled or in tins or jarsper doz. pints	
Glue, gelatine, isinglassper doz. pants	1S
TT and amount months	ıd.
W	ıd.
Town felling and honor	ıd.
	1d.
Kerosineper gallon	6d.
Lead, including shot and bulletsper cwt. Methylated spiritsper gallon	25. 4d.
	25.
Molasses and treacleper cwt.	25.
Maltper bushel	6d.
Mustardper lb.	. 1d.
Oplum or any article containing any of the active ingredients thereofper lb.	£ı
Oils not otherwise enumerated	6d.
Powder, sportingper lb.	3d.
Pepper, mace, and other spices,	1d.
Paper, brown, wrapping, and paper bagsper cwt.	25.
Potted meat and extract of meatper lb.	2d.
Riceper ton	108.
Spirits of the strength of proof or of greater strength than	
proof by Sykes' hydrometerper proof gallon	125.
Spirits and spirituous compounds under proof or of which	
the strength cannot be ascertained by Sykes' hydrometer	
per gallon	125.
Case spirits, reputed contents of two, three, or four gallons shall be charged:—	
Two gallons and under as two gallons.	
Over two gallons and not exceeding three, as three gallons. Over three and not exceeding four, as four gallons.	
Soap, hard and softper lb.	₽d.
Salt, saltpetre, and soda crystalsper ton	105.
Sugarper cwt.	25. 4đ.
Tobacco, manufacturedper lb.	35.
"trade" and unmanufactured	IS.
Tea	2d.

Turpentineper	gallon	15.
Varnish	11	15.
Vinegar	ii.	6d.
Wines, sparkling	**	6s.
, Australian	**	25.
, other kinds	**	45,
,, containing over 25 % of alcohol	,,	125.
Wire rope	er ton	10%

ARTICLES SUBJECT TO A DUTY OF 10 PER CENT. AD VALOREM.

ARTICLES SUBJECT TO A DUTY OF 40 PER CENT. AD VALOREM.
Boots and shoes; brushware; basketware; blacking; Bath brick; baking
powder; boxes and trunks of wood, leather, or metal; crockery, clocks, and
watches; catlery; cartridges or cartridge cases; drapery, including apparel and
all materials composed wholly or in part of cotton, silk, linen, wood, or other
woven fabric; drugs, including all articles of the kind and form used as medicines; earthenware; fish, preserved; firearms; fuse and fireworks; floor cloth;
glass and glassware; gutta-percha and india-rubber, or manufactures of, in
whole or in part; hardware and hollow-ware, ironmongery; ink, stationery,
and paper (writing and fancy); jewellery; leather and leatherware, including all
articles made wholly or in part of leather; matches and fusees; matting; musical
instruments; oilman's stores; oil, perfumed; pickles, including chutney and
sauces; perfumery; printed forms; pipes (tobacco); pictures and picture
frames; plated ware; sponges; toys; tinware; twine and lines for fishing;
clothes; lead and similar lines; umbrellas and parasols; whiting; woodenware;
zinc manufactures or in sheets, rolls, or pipes. zinc manufactures or in sheets, rolls, or pipes.

FREE LIST.

Agricultural and mining implements; machines and tools and parts thereof; animals, alive; anchors; axles; and wheels.

Biscuits, not fancy nor sweetened; ballast for ships; beche-de-mer; boats and vessels, and sails therefor; books and periodicals, including newspapers, photographs, maps, charts, globes, and models for school purposes; boilers, steam, and boiler plates; bags and sacks, casks, tanks, and cases, or parts thereof for and bouer plates; sags and sacks, casks, tanks, and cases, or parts thereof for exporting produce.

Canvas for sails; cement; coin, gold, silver, and bronze; copper, sheet, plain, rods, tacks, nails; chains and cables; coal and coke, cocoa-nuts and cocoa-nut fibre and copra; cotton, unmanufactured; curiosities, antique and "native."

Diving pumps and dresses, and parts thereof; doors, windows, sashes, and shutters; drain pipes.

shutters; drain pipes.
Engines, steam, gas.
Flour, including "seconds," "thirds," and "fourths"; furniture; fruit, green; fire engines; fish, salt or dried.
Garden seeds, bulbs, trees, shrubs, plants, flowers; grain, maize, wheat, oats, barley; galvanised iron, corrugated; gold, unmanufactured; grandstones.
Iron and steel rails, and waggons for running thereon, including plates, bolts, and nuts therefor; iron and steel, plain, sheet, rod, scrap, hoop.
Luggage, personal, of passengers; lining for chests to export produce, lead, tin, zinc, paper, plain and medicated; living oysters; lithographic materials.
Machinery, agricultural, mining, sswing, steam engines, carding, spinning, waving, dyeing, freezing, carpentering, paper-making, printing, ice-making, or parts thereof; meat, fresh, preserved, and salt; meals, maize, oats, barley, and peas; manures; metals, old, yellow, for sheathings; matting for ships' dunnage and sugar.

Naval and military stores imported for the service of the Colonial Govern-ments or for the use of Her Majesty's land or sea forces; nails and screws; nets for fishing.

Oakum, oars, outside packages in which goods are ordinarily contained; ores. Paints; paper, printing; powder, blasting; punts and lighters and materials for building the same.

Quicksilver.

Sandalwood; sewing wachines; shell, tortoise and pearl; skins; slates for schools; silver, unmanufactured; specimens of natural history; sulphur.

Tar; type and printing machines and presses; tanks; tents: telegraph and telephone machinery and materials; timber dressed or undressed.

Vegetables, fresh-potatoes, onions, carrots, turnips, cauliflower, cabbages, and

Water-pipes; wire (fencing) and wire netting (iron) for fencing and iron fencing materials.

Note:—On all goods not enumerated or comprised in the preceding, an ad-

valorem duty of 5 per cent. is levied.

THE NEW TARIFF OF THE DOMINION OF CANADA.

In force from the 28th March, 1890.

ABBREVIATIONS AND EXPLANATIONS. -n.e.s. = not elsewhere specified; n.o.p. = not otherwise provided for; gall. = imperial gallon; ton = two thousand pounds avoirdupois; proof = spirits of proof strength as per Sykes hydrometer; gauge = thickness as determined by Stubbs' standard gauge, when applied to metal sheets, plates, or wire; sheet = not exceeding 18 in. thick, applied to metals; plate = exceeding 18 in. thickness; p.c. = per centum; a.v. = ad valorem.

EXCEPTIONS AND MODIFICATIONS.

Goods manufactured or produced, wholly or in part by prison labour, or made within or in connection with any prison, gaol or penitentiary, shall not be imported into Canada, under a penalty of two hundred dollars, and if imported such goods and the parcels or packages in which they are contained shall be forfeited.

such goods and the parcels or packages in which they are contained shall be forfeited.

No oleomargarine, butterine or other similar substitute for butter shall be imported into Canada under a penalty of not more than four hundred and not less than two hundred dollars for each offene, and, if imported, the same and the packages within which it is contained shall be forfeited.

All medicinal or toilet preparations imported for completing the manufacture thereof, or for the manufacture of any other article by the addition of any ingredient or ingredients, or by mixing such preparations, or by putting up or labelling the same, alone or with other articles or compounds, under any proprietary or trade name, shall be, irrespective of cost, valued for duty and duty paid thereon at the ordinary market value in the country whence imported of the completed preparation when put up and labelled under such proprietary or trade name, less the actual cost of labour and material used or expended in Canada in completing the manufacture thereof or of putting up or labelling the same.

The value of all bottles, flasks, jars, demijohns, carboys, casks, hogsbeads pipes, barrels, and all other vessels or packages, manufactured of tin, iron, lead, zinc, glass or any other material, and capable of holding liquids—crates, barrels and other packages containing glass, china, crockery or earthenware—and all packages in which goods are commonly placed for home consumption, including cases in which bottled spirits, wines or malt liquors are cantained—and every package, shall in all cases not otherwise provided for, in which they contain goods subject to an ad valorem duty or a specific and ad valorem duty, be taken and held to be a part of the fair market value of such goods for duty, and shall be charged with the same rate of ad valorem duty as is to be levied and collected on the goods they contain; and when they contain goods subject to an ad valorem duty on the formal valorem, to be computed upon their original cost or value; and all or free of duty.

exportation only, according to the school as a second control of the following things, that is to say: Animals of all kinds, hay, straw, vegetables (including potatoes and other roots), salt, pease, beans, barley, malt, rye, oats, buckwheat, flour of rye, oatmeal, buckwheat flour, butter, cheese, fish of all kinds, fish oil, products of fish and of all other creatures living in the water, fresh meats, poultry, stone or marble in its crude or unwrought state, lime, gypsum or plaster of Paris (ground, unground or calcined), hewn or wrought or unwrought burr and grindstones, and timber and lumber of all kinds unmanufactured in whole or in part, including shingles, clapboards and wood pulp, may be imported into Canada free of duty, or at a less rate of duty than is provided for by any Act at the time in force, upon proclamation of the Governor General, which may be issued whenever it appears to his satisfaction that similar articles from Canada may be imported into the United States free of duty, or at a rate of duty not exceeding that payable on the same under such proclamation when imported into Canada.

Whenever it appears to the satisfaction of the Governor in Council that the Governments of France and Spain, or either of them, have made changes in their tariff of duties imposed upon articles imported from Canada, in reduction or repeal of the duties now in force in the said countries, he may by proclamation. order the whole or part of the duty or 30 per centum ad valorem imposed by this Act upon wines imported into Canada to be remitted as respects importations from the said countries, or from that one of the said countries by the Government of which such change in its tariff of duties has been made as aforesaid.

All medicinal preparations whether chemical or otherwise, usually imported with the name of the manufacturer, shall have the true name of such manufacturer and the place where they are prepared permanently and legibly affixed to each parcel by stamp, label, or otherwise; and all medicinal preparations imported without such names so affixed shall be forfeited.

DUTIABLE ARTICLES.

DOTINGED INVICEDS	
Absintheper gall.	S ₂
Acid, acetic and pyroligneous, n.e.s., strength equal to 6 p.c.	~
absolute acid	15C. & 1C. add'l.
A = 3 f = 3 2	
	25C. & 20 p.c., a.v.
Mixed	25 p.c., a.v.
Muriatic and nitric	20 p.c., a.v.
Phosphateper lb.	3C.
Stearic,	
	3C.
Sulphuric,	₫C.
, and nitric	25 p.c., a.v.
Advertising pamphlets, pictures, almanacks, periodi-	_
cals, photographs, calendars, for advertising or not per lb.	6c. & so p.c., a.v.
Advertising bills	15C. & 25 p.c., a.v.
Alcohol.—Ethyl, hydrated oxide of, gin, n.e.s., rum, whiskey, bay rum, also amyl and methyl, alcohol or fusil	-5
whicher have rum also smul and methal sloobal or fueil	
oil wood norbtha amountie and methodated enimits t	
oil, wood naphtha, pyroxylic and methylated spirits; arrack or palm spirit, brandy, cordials and liqueurs of all	
arrack or paim spirit, brandy, cordials and liqueurs of all	
kinds, n.e.s.; mescal, pulque, rum shrub, schiedam, and	
other schnapps; tafia, angostura, and similar alcoholic	
bitters or beveragesper I. gall.	S ₂
Ale in casks	10C.
Bottles	18c.
Water and best of believes to be a believe and the form of the second of	106.
(6 qt. or 12 pt. bottles to be held to contain 1 Imperial gall.)	
Almonds, shelledper lb.	5C.
Not shelled	3C.
Alpaca hair, manufactures of, including blankets,	•
flannels of every description cloths knitting	
forcering worsted mem and horizon n a c	oc. & 20 p.c., a.v.
flannels of every description, cloths, knitting, fingering, worsted yarn, and hosiery, n.e.s , , , , , , , , , , , , ,	oc. a. 20 p.c., a.v.
Ammonia, spirits or, and sweet spirits of nitre, and nitrous	
etherper gall.	\$a & 30 p.c., a.v.
Aniline dyes, n.o.p. Animals, living cattle and sheep	10 p.c., a.v.
Animals, living cattle and sheep	30 p.c , a.v.
Hogsper lb.	2C.
All living animals, n.e.s.	20 p.c., a.v.
Apple trees of all kindseach	3C.
Apple dees of all allians	
Apples, driedper lb.	2 C.
Green, with duty on barrelper brl.	40C.
Articles not in this Dutiable List, or in Free List	20 p.c., a.v.
Asbestos, other than crude, and all manufactures	25 p.c., a.v.
Avec of all kinds adges, hatchets, and hammers, n.e.s.	35 p.c., a.v.
Axle greaseper lb.	ic.
Axles, iron or steel car, axle bars, blanks or forgings for	
axles, and car springs of all kinds, and n.e.s per ton	\$30 and not less
axies, and car springs of all kinds, and n.e.sper ton	
	than 35 p.c., a.v.
Axle bars, blanks, or forgings for carriages other than	_
railway and tramway vehiclesper lb.	1C. & 30 p.c., a.v.
Bags, containing fine salt, from all countries	
Cotton n.e.s.	
	25 p.c., a.v.
Cotton seamless ner lh	25 p.c., a.v. 35 p.c., a.v.
Cotton, seamlessper lb.	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v.
Paper	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v.
Paper	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v.
Paper Bagatelle tables or boards with cues and boards Glass balls per doz.	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v.
Paper. Bagatelle tables or boards with cues and boards	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v.
Paper. Bagatelle tables or boards with cues and boards	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 5c. & 30 p.c., a.v.
Paper. Bagatelle tables or boards with cues and boards. Glass balls per doz. Barrels, containing petroleum, when such is chargeable with specific duty.	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 5c. & 30 p.c., a.v.
Paper Bagatelle tables or boards with cues and boards Glass balls Barrels, containing petroleum, when such is chargeable with specific duty Containing linseed oil	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 5c. & 30 p.c., a.v. 40c. 25c.
Paper. Bagatelle tables or boards with cues and boards. Glass balls per doz. Barrels, containing petroleum, when such is chargeable with specific duty.	25 p.c., a.v. 35 p.c., a.v. 2c. & 15 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 5c. & 30 p.c., a.v.

D	
Beansper bush.	15C.
Relead in case not over till each ner can	SC.
And for each lb or front on thereof over	2C.
Beans	20.
quilts or counterpanes Beef, extract of, not medicated Bells of any description, except for churches Belts, surgical, or trusses, and suspensory bandages of all	35 p.c., a.v.
Beef, extract of, not medicated	25 p.c., a.v.
Bells of any description, except for churches	30 p.c., a.v.
Belte currical or trusses and suspensory handages of all	30 6.00,
Delta, surgical, or trasses, and suspensory bandages or an	
kinds Belting rubber, hose, packing mats and matting, and cotton	25 p.c., a.v.
Belting rubber, hose, packing mats and matting, and cotton	_
	5c. & 15 p.c., a.v.
Belting, leather	25 p.c., a.v.
Blackberries, gooseberries, raspherries, and strawberries.	
n as —weight of neckage to be included in weight for	
Belting, leather Blackberries, gooseberries, raspberries, and strawberries, n.e.s.—weight of package to be included in weight for duty per lb. Bibles, prayer books, psalm and hymn books	
dutyper 10.	3C.
Bibles, prayer books, psaim and nymn books	5 p.c., a.v.
Billiard tables, without bockets, a it, o ib, by o it, or under	
Over 4 ft. 6 in. by 9 ft. Biscuits of all kinds, not sweetened, including popcorn,	\$22 50C.
Over 4 ft. 6 in. by a fteach	\$25
Riscuits of all kinds, not sweetened, including noncorn	4 -3
preserved ginger condensed milk not greatened and	
preserved ginger, condensed milk, not sweetened, and	
condensed coffee with milk not sweetened	35 p.c., a.v.
Blacking, shoe, and shoemaker's ink, harness and leather	
dressing, and harness soap	30 p.c., a.v.
dressing, and harness soap Blueing.—Laundry blueing of all kinds	30 p.c., a.v.
Books, printed periodicals, and pamphlets, n.e.s., not foreign	15 p.c., a.v.
Bookbinders' tools and implements, ruling machines and	15 pron,
hookbinders' cloth	****
bookbinders' cloth	10 p.c., a.v.
Doots and shoes, n.e.s.	25 p.c., a.v.
Braces or suspenders and parts thereof	35 p.c., a.v.
Brass in bars and bolts, drawn, plain and fancy tubing	10 p.c., a.v.
Manufactures, n.e.s.	30 p.c., a.v.
Manufactures, n.e.s. Screws, called "woodscrews," s in. or over in length	3
per lb.	6c.
per ro.	8c.
ı in. and less than 2 in.	
Less than 1 in. "," Strips for printers' rules, not finished, and brass in strips or sheets, of less than 4 in. width	HC.
Strips for printers rules, not finished, and brass in	
strips or sheets, of less than 4 in. width	z5 p.c., a.v.
Wire	15 p.c , a.v.
Wire-cloth.	20 p.c., a.v.
Wire Wire-cloth Breadstuffs, grain, flour, and meal of all kinds when damaged by waster in transiting upon the appraised value.	20 8101, 2111
and he mater is transite man the enemied when dan-	
aged by water in cransitu, upon the appraised value	20 p.c., a.v.
Such appraised value to be ascertained as provided by	
sections 8, 71, 72, 73, 74, 75, and 76 of the "Customs	
Act."	
Brick for building	20 p.c., a.v.
Brick for building	20 p.c., a.v. 15 & 121 p.c., a.v.
Brick for building British copyright works, reprints of Bronze, phosphor, in blocks, burs, sheets and wire	20 p.c., a.v. 15 & 12½ p.c., a.v.
Brick for building British copyright works, reprints of Bronze, parks on blocks, bars, sheets and wire Bronze, rails thus churns, brushes, and manufactures of	20 p.c., a.v. 15 & 12½ p.c., a.v. 10 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of	10 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of	10 p.c., a.v. 25 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of	10 p.c., a.v. 25 p.c., a.v. 10c.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat per bush. Flour or meal per lb	10 p.c., a.v. 25 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat per bush. Flour or meal per bush. Buggies of all kinds, farm waggons, farm, railway or	10 p.c., a.v. 25 p.c., a.v. 10c. ‡c.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat per bush. Flour or meal per bush. Buggies of all kinds, farm waggons, farm, railway or	10 p.c., a.v. 25 p.c., a.v. 10c. ‡c.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat per bush. Flour or meal per bush. Buggies of all kinds, farm waggons, farm, railway or	10 p.c., a.v. 25 p.c., a.v. 10c. ‡c.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat per bush. Flour or meal per bush. Buggies of all kinds, farm waggons, farm, railway or	10 p.c., a.v. 25 p.c., a.v. 10c. ‡c.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat per bush. Flour or meal per bush. Buggies of all kinds, farm waggons, farm, rallway or freight carts, pleasure carts, or gigs and similar vehicles costing less than \$500 each Costing Svo and less than \$500	10 p.c., a.v. 25 p.c., a.v. 10c. 1c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. 1c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. 1c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. 1c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v. 10. 30. 40. \$20 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v. 1c. 3c. \$1.0 & 20 p.c., a.v. 1c. \$1.0 & 20 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v. 1c. 3c. \$1.0 & 20 p.c., a.v. 1c. \$1.0 & 20 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v. 10. 30. 40. 50. & 20 p.c., a.v. 100. & 20 p.c., a.v. 25 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v. 30. 4c. 5c. & 20 p.c., a.v. 25 p.c., a.v. 10c. & 20 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 30 p.c., a.v. 10. \$20 p.c., a.v. 10. \$20 p.c., a.v. 10. \$20 p.c., a.v. 10. \$20 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 10. 3c. 4c. 5c. & 20 p.c., a.v. 10c. & 20 p.c., a.v. 10c. & 20 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.C., a.v. 25 p.C., a.v. 10C. \$10 & 20 p.C., a.v. \$15 & 20 p.C., a.v. 35 p.C., a.v. 35 p.C., a.v. 30 p.C., a.v. 3C. 4C. 5C. & 20 p.C., a.v. 10 p.C., a.v. 10 p.C., a.v. 25 p.C., a.v. 25 p.C., a.v. 25 p.C., a.v. 50 p.C., a.v. 50 p.C., a.v. 50 p.C., a.v. 50 p.C., a.v. 50 p.C., a.v. 50 p.C., a.v.
Bronze, phosphor, in blocks, bars, sheets and wire Brooms, pails, tubs, churns, brushes, and manufactures of wood, n.e.s., and wood pulp Buckwheat	10 p.c., a.v. 25 p.c., a.v. 10c. \$10 & 20 p.c., a.v. \$15 & 20 p.c., a.v. 35 p.c., a.v. 35 p.c., a.v. 10. 3c. 4c. 5c. & 20 p.c., a.v. 10c. & 20 p.c., a.v. 10c. & 20 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v.

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Cane or rattan, split or otherwise manufactured	25 p,c., a.v.
Canned meatsDried or smoked preserved in any other	-J ppm, 11
way than by being salted or pickled, n.e.sper lb.	3C.
If imported in tins, weight to include weight of tin.	•
Cans or packages made of tin or otherwise containing fish	
admitted free of duty, not exceeding 1 qt. in contents	• .
per can or package	11c. 11c.
Exceeding r qt	
Caps, hats, muffs, tippets, capes, cloaks, and other manu-	5 p.c., a. v.
factures of fur	25 p C., a.v.
Allnes	30 p.c., a.v.
Caplins, unfinished Leghorn hats Carpets.—Brussels, tapestry, Dutch, Venetian and damental delivers of the control of the capetric delivers of the	20 p.c., a.v.
Carpets.—Brussels, tapestry, Dutch, Venetian and dam-	-
ask, mais and rugs of an kinds, n.e.s., and printed letts	
and druggets and all carpets and squares, n.o.p	25 p.c., a.v.
Smyrna carpets, mats and rugs	30 p.c., a.v.
Jute carpeting or matting and mats, unings and stair	
pads Treble ingrain three-ply and two-ply carpets of wool	25 p.c., a.v.
ner so, vd.	10C. & 20 p.c., a.v.
Two-ply and three-ply ingrain carpets, the warp being	a p.a.,
wholly of cotton or other than wool, worsted or hair	
of Alpaca goatper sq. yd.	5c. & 20 p.c., a.v.
of Alpaca goatper sq. yd. Cartridges for gun, rifle, and pistol, and all cartridge cases,	-
percussion caps and gun wads of all kinds	35 p.c., a.v.
Cases for jewels and watches, silver and plated ware, and	
cutleryeach	toc. et 30 p.c., a.v.
Show cases	\$2 &t 35 p c., a.v. \$25 and nrt less than
Castings, malleable iron and steel, n.e.s	30 p.c., a.v.
Celluloid, moulded into sizes for handles of knives and	30 1.0., 0.0.
forks, not bored, and balls and cylinders coated or not	
with tinfoil but not finished or manufactured	10 p.c., 2.v .
Cement, burnt and ungroundper 100 lbs.	71c.
rivoraulic or water time, including barrels per barrel	40C.
In bulk or bagsper bushel	40c. 9c.
Cement, burnt and unground per 100 lbs. Hydraulic or water lime, including barrels per barrel In bulk or bags per bushel Portland or Roman shall be classed accordingly at	
specinc rates.	9c.
Raw or in stone	9c. \$1
Raw or in stone	9c. \$1 5 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter per lb. Cheries and currants per qt.	9c. \$1
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per qt. Cherry trees of all kinds each	9c. \$1 5 p.c., a.v. 3c.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese par lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green ner lb.	9c. \$1 \$ p.c., a.v. 3c. 1c, 4c. 3c.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese par lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green ner lb.	90. \$1 5 p.c., a.v. 30. 10. 40. 30. 40.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per lb. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground process	90. \$1 5 p.c., a.v. 30. 40. 30. 40. 35 p.c., a v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese par lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground , China and porcelain ware. Cider not clarified or refined per L. gall.	90. \$1 \$ p.c., a.v. 30. 10. 40. 30. 40. 35 p.c., a v. 50.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground "China and porcelain ware. Cider not clarified or refined per l. gall. Clarified or refined per l. gall.	90. \$1 5 p.c., a.v. 30. 10. 40. 30. 40. 35 p.c., a v. 50.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground "China and porcelain ware. Cider not clarified or refined per l. gall. Clarified or refined per l. gall.	90. \$1 5 p.c., a.v. 30. 10. 40. 30. 40. 35 p.c., a v. 50.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per lc. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground per lb. China and porcelain ware. Cider not clarified or refined per lc. Cigars and cigarettes per lb. Cweight of cigarettes to include weight of per lb. Clocks and clock cases of all kinds	90. \$1 5 p.c., a.v. 30. 10. 40. 30. 40. 35 p.c., a v. 50.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Rossted or ground " China and porcelain ware. Cider not clarified or refined per lb. Clarified or refined per lb. Cigars and cigarettes per lb. (Weight of cigarettes to include weight of per Clocks and clock cases of all kinds Springs and movements	9c. \$1 5 p.c., a.v. 3c. 1c. 4c. 3c. 4c. 35 p.c., a v. 5c. 10c. \$2 & 25 p.c., a.v. 10p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lib. Cherries and currants per dt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground " China and porcelain ware. Cider not clarified or refined per l. gall. Clarified or refined per lb. Cigars and cigarettes per lb. Clocks and clock cases of all kinds Springs and movements Clothes wringers each	9c. \$1 5 p.c., a.v. 3c. 1c. 4c. 3c. 4c. 35 p.c., a v. 5c. 10c. \$2 & 25 p.c., a.v. 10p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground "China and porcelain ware. Cider not clarified or refined per L gall. Clarified or refined per L gall. Cigars and cigarettes per lb. (Weight of cigarettes to include weight of per Clocks and clock cases of all kinds Springs and movements each Clothes wringers. each Clothes of control or other material n.o.p. for, including cor-	9c. \$1 5 p.c., a.v. 3c. 4c. 4c. 35 p.c., a v. 5c. 10c. \$2 & 25 p.c., a.v. aper.) 35 p.c., a.v. \$5 p.c., a.v. \$5 p.c., a.v. \$6 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese par lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground " China and porcelain ware. Cider not clarified or refined per L gall. Clarified or refined per L gall. Ciarified or refined per lb. (Weight of cigarettes to include weight of per Clocks and clock cases of all kinds Springs and movements Clothes wringers. each Clothing of cotton or other material n.o.p. for, including corsets, &c., made by seamstress or tailor, also tarpathin, plain	9c. \$1 5 p.c., a.v. 30. 1c. 4c. 3c. 4c. 35 p.c., a v. 5c. \$2 & as p.c., a.v. aper.) 35 p.c., a.v. \$1 & 35 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per local cheese per local cheery trees of all kinds per qt. Cherry trees of all kinds per qt. Chicory, raw or green per lo. Roasted or ground per local cheery research cheese per local cheese per l	9C. \$1 5 p.c., a.v. 3C. 4C. 4C. 35 p.c., a v. 5C. 10C. \$2 & 25 p.c., a.v. aper.) 35 p.c., a.v. \$1 & 35 p.c., a.v. \$2 & 25 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per local cheese per local cheery trees of all kinds per qt. Cherry trees of all kinds per qt. Chicory, raw or green per lo. Roasted or ground per local cheery research cheese per local cheese per l	9C. \$1 5 p.c., a.v. 3C. 4C. 4C. 35 p.c., a v. 5C. 10C. \$2 & 25 p.c., a.v. aper.) 35 p.c., a.v. \$1 & 35 p.c., a.v. \$2 & 25 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground "China and porcelain ware. Cider not clarified or refined per l. gall. Clarified or refined per lb. (Weight of cigarettes to include weight of per lb. Springs and movements each Clothes wringers. each Clothes wringers. each Clothes of cotton or other material n.o.p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or	9c. \$1 5 p.c., a.v. 3c. 1c. 4c. 3c. 4c. 3c. 5c. 1oc. \$2 & 25 p.c., a.v. 1o p.c., a.v. \$1 & 35 p.c., a.v. 35 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per location of the chains (iron or steel) over 9-16ths inch diameter Cheery trees of all kinds per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground per lb. Chains and porcelain ware. Cider not clarified or refined per l. gall. Clarified or refined per lb. Clocks and cigarettes. (Weight of cigarettes to include weight of per lb. Clocks and clock cases of all kinds Springs and movements Clothes wringers. Clothes wringers. Clothing of cotton or other material n. o. p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n. o. p.	9c. \$1 5 p.c., a.v. 3c. 1c. 4c. 3c. 4c. 3c. 5c. 1oc. \$2 & 25 p.c., a.v. 1o p.c., a.v. \$1 & 35 p.c., a.v. 35 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per location of the chains (iron or steel) over 9-16ths inch diameter Cheery trees of all kinds per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground per lb. Chains and porcelain ware. Cider not clarified or refined per l. gall. Clarified or refined per lb. Clocks and cigarettes. (Weight of cigarettes to include weight of per lb. Clocks and clock cases of all kinds Springs and movements Clothes wringers. Clothes wringers. Clothing of cotton or other material n. o. p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n. o. p.	9c. \$1 \$ p.c., a.v. 3C. 1C. 4C. 3c. 4c. 3c. 4c. 3c. 4c. 35 p.c., a.v. 5c. 10c. \$2 & 25 p.c., a.v. 10 p.c., a.v. \$1 & 35 p.c., a.v. \$2 p.c., a.v. \$2 p.c., a.v. \$3 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per local chains (iron or steel) over 9-16ths inch diameter Cheese per local chains inch diameter Cheese per local chains per qt. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground " China and porcelain ware. Cider not clarified or refined per L gall. Clarified or refined per lb. Clarified or refined per lb. Clarified or refined per lb. Clocks and cigarettes per lb. Clocks and clock cases of all kinds Springs and movements Clothes wringers. each Clothing of cotton or other material n.o.p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n.o.p. per lb. Coal, bituminous, per ton of 2,000 lbs. Dust	9c. \$1 5 p.c., a.v. 3c. 1c. 4c. 3c. 4c. 35 p.c., a v. 5c. \$2 & 25 p.c., a.v. 10 p.c., a.v. \$1 & 35 p.c., a.v. \$2 p.c., a.v. \$2 p.c., a.v. \$3 p.c., a.v. \$2 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lb. Cherries and currants per lc. Cherry trees of all kinds per qt. Cherry trees of all kinds per qt. Cherry trees of all kinds per lb. Roasted or ground per lb. Roasted or ground per lb. Roasted or ground per lb. China and porcelain ware. Cider not clarified or refined per lb. Clarified or refined per lb. Clarified or refined per lb. Clocks and clock cases of all kinds per lb. (Weight of cigarettes to include weight of per lb. Clocks and clock cases of all kinds Springs and movements Clothes wringers each Clothing of cotton or other material n.o.p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n.o.p. per lb. Coal, bituminous, per ton of 2,000 lbs.	9c. \$1 5 p.c., a.v. 3c. 1c. 4c. 3c. 4c. 35 p.c., a v. 5c. \$2 & 25 p.c., a.v. 10 p.c., a.v. 35 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per local chains (iron or steel) over 9-16ths inch diameter Cheery trees of all kinds per qt. Cherry trees of all kinds per qt. Chicory, raw or green per lb. Roasted or ground per lb. China and porcelain ware. Cider not clarified or refined per L gall. Clarified or refined per L gall. Clarified or refined per L. Cigars and cigarettes per lb. (Weight of cigarettes to include weight of per lb. Springs and movements per lb. Clothes wringers per lb. Clothes wringers per lb. Clothes wringers per lb. Clothes wringers per lb. Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n.o.p. Coal, bituminous, per ton of 2,000 lbs. Dust Tar and pitch Cocca nuts per 100	9C. \$1 5 p.c., a.v. 3C. 1C. 4C. 3C. 4C. 3S. 5C. 10C. \$2 & 25 p.c., a.v. per.) 35 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per location of the control o	9c. \$1 5 p.c., a.v. 30. 1c. 4c. 3c. 4c. 3c. 4c. 35 p.c., a v. 52 & as p.c., a.v. 10 p.c., a.v. \$1 & 35 p.c., a.v. \$2 p.c., a.v. \$2 p.c., a.v. \$3 p.c., a.v. \$5 p.c., a.v. \$1 & 35 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per local chains (iron or steel) over 9-16ths inch diameter Cheese per local chains per qt. Cherry trees of all kinds per qt. China and porcelain ware. Cider not clarified or refined per l. gall. Clarified or refined per l. gall. Clarified or refined per l. gall. Clarified or refined per l. (Weight of cigarettes to include weight of per lb. Clocks and clock cases of all kinds Springs and movements per lb. Clothes wringers. Clothes wringers. Clothes wringers. Clothing of cotton or other material n.o.p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n.o.p. Dust Tar and pitch Cocoa nuts per ton of 2,000 lbs. Direct importation per lb. Direct importation per lb. Direct importation per lb.	9C. \$1 5 p.c., a.v. 3C. 1C. 4C. 3C. 4C. 3S p.c., a v. 5C. 10C. \$2 & 25 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lot. Cherries and currants per deficiency, raw or green per lb. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground per lb. Closs and porcelain ware. Cider not clarified or refined per lb. Clarified or refined per lb. Clarified or refined per lb. Clocks and clock cases of all kinds Springs and movements Clothes wringers. Clothes wringers. Clothing of cotton or other material n.o.p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n.o.p. Dust Tar and pitch Cocoa nuts Direct importation Desiccated, sweetened or not per lb. Cocoa paste and chocolate and other preparations not sweetened.	9c. \$1 5 p.c., a.v. 3c. 1c. 4c. 3c. 4c. 3c. 4c. 35 p.c., a v. 5c. \$2 & 25 p.c., a.v. 10 p.c., a.v. \$1 & 35 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 10 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v.
Raw or in stone per ton of 13 cubic ft. Chains (iron or steel) over 9-16ths inch diameter Cheese per lot. Cherries and currants per deficiency, raw or green per lb. Cherry trees of all kinds each Chicory, raw or green per lb. Roasted or ground per lb. Closs and porcelain ware. Cider not clarified or refined per lb. Clarified or refined per lb. Clarified or refined per lb. Clocks and clock cases of all kinds Springs and movements Clothes wringers. Clothes wringers. Clothing of cotton or other material n.o.p. for, including corsets, &c., made by seamstress or tailor, also tarpaulin, plain or coated with oil paint, tar or other composition, n.e.s. Machine card Ready-made and wearing apparel of every description, including horse clothing shaped, of wool, worsted, or hair of Alpaca goat n.o.p. Dust Tar and pitch Cocoa nuts Direct importation Desiccated, sweetened or not per lb. Cocoa paste and chocolate and other preparations not sweetened.	9C. \$1 5 p.c., a.v. 3C. 1C. 4C. 3C. 4C. 3S p.c., a v. 5C. 10C. \$2 & 25 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v.
Raw or in stone	9c. \$1 5 p.c., a.v. 3c. 4c. 3c. 4c. 3c. 4c. 35 p.c., a v. 5c. \$2 & 25 p.c., a.v. a55 p.c., a.v. a55 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 10 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v. 50 p.c., a.v.

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Coke	24C. & 30 p.c., a.v.
Colours dry n.a.s.	24C. 00 30 p.C., a.v.
Paints ground in oil and all liquid n.e.s.	25 p.c., a.v. 30 p.c., a.v.
In spirits, and all spirit varnishes and lacquers	20 bred mr.
per gall.	Si
Combs for dress and toilet Copper, old and scrap in pigs, bars, rods, bolts, ingots, and sheathing, not planished or coated, and seamless	35 p.c., a.v.
Copper, old and scrap in pigs, bars, rods, bolts, ingots,	
and sheathing, not planished or coated, and seamless	CARLET AND
drawn tubing	10 p.c., a.v.
All manufactures of, n e.s	35 p.c., a.v. 15 p.c., a.v.
Wire cloth	20 p.c., a.v.
Wire cloth In sheets or strips, less than 4ins.	15 p.c., a.v.
Cordage of all kinds, n.e.s	HC.
Corks, and other manufactures of wood or cork bark	20 p.c., 2.v.
Corn, Indianper bushel	7\$C.
Mealper barrel	5c. & 30 p.c. a.v.
Corset clasps and steel for	30. 0. 30 pron m. v.
flannels, not stained, painted or printedper sq. yd.	1C. & 15 p.C., a.v.
Coloured fabrics, n.e.s. Fabrics, uncoloured, scrims and window scrims,	25 p.c., a.v.
Fabrics, uncoloured, scrims and window scrims,	
cambric cloths, muslin apron checks, brilliants, cords,	
piques, diapers, lenos, mosquito nettings; Swiss jaconet and cambric muslins, and plain striped or	
checked lawns	25 p.c., a.v.
Cordage and braided cords	30 p.c., a v.
Fabrics, printed or dyed, n.e.s.	30 p.c., a v. 32 p.c., a.v.
Winceys, checked, striped, or fancy cotton over 25ins.	
wide, and denims, cottonades, &cper sq. yd. All fabrics of wool, worsted, n.o.p. for, costing roc. per	2C. & 15 p.c., a.v.
so vd and under	22} p.c., a.v.
Sq. yd. and under Over 10c, and under 14c.	25 p.c., a.v.
14c, and over	271 p.c., a.v.
All manufactures of, n.e.s.	25 p.C., a.v.
	łc.
Cranherries plums and quinces per husbel	25 p.c., a.v. 30c.
Crapes of all kinds	20 D.C., a.V.
Cuffs of cotton, linen, &c per pair	20 p.c., a.v. 4c. & 30 p.c., a.
Coutiles for corset makers Cranberries, plums and quinces Crapes of all kinds. Cuffs of cotton, linen, &c. Currants, dates, figs, prunes, and all dried fruits, n.e.s.	
per re-	261
Cuttains, made up, trimmed or untrimmed	30 p.c., a.v.
per doz.	
All n.o.p. Damask of cotton, linen, bleached, unbleached, or coloured	25 p.c., a.v.
Earthenware and stoneware :- Demijohns or jugs, churns	
or crocks per gall, White granite or ironstone ware, decorated, printed,	30
or sponged, and n.e.s.	35 p.c., a.v.
Electric or light carbons not exceeding 12ins, in length	
per 1,000	\$2 500;
Emery wheels Excelsior for upholsterers' use Fancy work boxes, writing desks, glove boxes, handker- chief boxes, manicure cases, perfume cases, toilet and fancy cases, and all similar made of bone, shell, horn, ivory, wood, leather, plush, satin, silk, satinette or paper dolls and toys of all kinds, including sewing machines when not exceeding & in value, and toy whips; orna- ments of alabaster, spar, amber, terra-cotta or composi-	25 p.c., a.v.
Fancy work haves writing deale glove haves bandker.	20 p.c., a.v.
chief boxes, manicure cases, perfume cases, toilet and	
fancy cases, and all similar made of bone, shell, horn,	
ivory, wood, leather, plush, satin, silk, satinette or paper;	
dolls and toys of all kinds, including sewing machines	
ments of alabaster spar amber terra-costs or compaci-	
ments of alabaster, spar, amber, terra-cotta or composi- tion; statuettes and bead ornaments, n.e.s.	35 p.c., a.v.
Feathers of all kinds n.e.s.	25 p.c., a.v.
Peathers of all kinds n.e.s. Ostrich and vulture, undressed	15 p.c., n.v.
Felt, pressed, of all kinds, not filled or covered by or with	35 p.c., a.v.
any woven fabric	17 p.c., a.v.
Ferro-manganese, ferro-silicon, spiegel, steel bloom and	1/3 hind man
any woven fabric. Ferro-manganese, ferro-silicon, spiegel, steel bloom and crop ends of steel rails for manufacture of iron or steel	The Party of the P
per ton	\$2

TARIFF OF CANADA.

Fibre ware, indurated, vulcanised, and all of like material.	30 p.c., a.v.
Files and rasps	35 p.c., a.v.
Fire-arms	20 p.c., a.v.
Fire-arms Fireworks	25 p.C., a.v.
Fish, foreign caught, imported otherwise than in barrels,	-) hale
whether fresh, dried, salted or pickled, not specially pro-	
vided for	50C.
vided for	300.
tin beats not many than air languard in mide and	
tin boxes not more than 5in. long and 4in. wide and	
3\(\frac{1}{2}\)in. deep per box In half boxes, not more than \(\frac{1}{2}\)in. long, \(\frac{1}{2}\)in. wide, and \(\text{till}\) in. deep per half box In quarter boxes, not more than \(\frac{2}{2}\)in. long, \(\frac{1}{2}\)in. wide	5C.
in nair boxes, not more than 5in. long, 4in. wide, and	.1.
rum deepper nait box	2 c.
in quarter boxes, not more than 42in. long, 34in. wide	
and ifin deepper quarter box	2C.
and zlin.deep	30 p.c., a.v.
Salmon pickled or salted, and mackerel and smoked	
and boneless nsnper 10.	IC.
	ic.
Preserved in oil, except anchovies and sardines Salmon and all other fish prepared or preserved, including oysters, not specially provided for. All other, pickled or salted in barrels. per lb. Oysters, shelled, in bulk per gallon Canned, in cans not over x pint, including cans.	30 p.c., a.v.
Salmon and all other fish prepared or preserved, in-	
cluding ovsters, not specially provided for	25 p.c., a.v.
All other, pickled or salted in barrels per lb.	IC.
Oysters, shelled, in hulk ner gallon	TOC-
Canned, in case not over a pint, including case.	
per can	3C.
Over 1 pint and not over 1 quart including can	304
per can	5C.
Exceeding a quart in capacity per quart	5C.
Oysters in the shell	25 p.c., a.v.
Packages containing oysters or other fish, n.o.p.	25 p.c., a.v.
risning roos	30 p.c., a.v.
Fishing rods Fixtures, gas, coal, oil, or kerosene Flasks and phials of 80z. capacity and over, telegraph and	30 p.c., a.v.
reasks and phials of Boz. capacity and over, telegraph and	•
lightning rod insulators, jars, pressed or moulded table	_
wareper i doz. pieces	5c. & 30 p.c., a.v.
Flasks and phials of less than 8oz. capacity	30 p.C., a.v.
lightning rod insulators, jars, pressed or moulded table ware	30 p.C., a.v. 1C.
,, hackled ,,	IC.
,, hackled ,,	2C. 2C.
,, hackled ,,	3C.
,, hackled ,,	1G, 2G. gc. 25 p.C., a.v.
, hackled , , , , , , , , , , , , , , , , , , ,	1C, 2C, 2C, 25 p.C., a.v. 2C, 10C,
, hackled , , , , , , , , , , , , , , , , , , ,	IC, 2C, 2C, 25 p.C., a.v. 2C, IOC. 2C,
, hackled , , , , , , , , , , , , , , , , , , ,	1C, 2C, 4C, 25 p.C., a.v. 2C, 10C, 2C, 7SC,
, hackled , , , , , , , , , , , , , , , , , , ,	IC, 2C, 2C, 25 p.C., a.v. 2C, IOC. 2C,
", hackled ", ", tow of, scrutched or green ", Flowers, artificial Flour, rice and sago per lb. Rye per bush. Starch per lb. Wheat per brl. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone,	1C, 2C, 4C, 25 p.C., a.v. 2C, 10C, 2C, 7SC,
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", Flowers, artificial Flour, rice and sago per lb. Rye per bush. Starch per bush per bush Wheat per br. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or	1G. 2G. 4G. 25 p.C., a.v. 2G. 1GC. 2G. 75G. 35 p.C., a.v.
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", Flowers, artificial Flour, rice and sago per lb. Rye per bush. Starch per bush per bush Wheat per br. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or	1C, 2C, 4C, 25 p.C., a.v. 2C, 10C, 2C, 7SC,
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", strifficial ". Flour, rice and sago per lb. Rye per bush. Starch per bush. Wheat per brl. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per ton of 13 cubic ft. Granite and freestone, dressed; all other building stone,	1G. 2c. 4G. 25 p.C., a.v. 25 p.C., a.v. 35 p.C., a.v.
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", Flowers, artificial Flour, rice and sago per lb. Rye per bush. Starch per lb. Wheat per lb. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per ton of 13 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of	1G. 2G. 4G. 25 p.C., a.v. 2G. 1GC. 2G. 75G. 35 p.C., a.v.
", hackled ", ", tow of, scrutched or green ", Flowers, arrificial Flour, rice and sago per lb. Rye per bush. Starch per bush. Wheat per bl. Frames, picture, as furniture Preestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per ton of 13 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over	2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c.
", hackled ", ", tow of, scrutched or green ", Flowers, arrificial Flour, rice and sago per lb. Rye per bush. Starch per bush. Wheat per bl. Frames, picture, as furniture Preestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per ton of 13 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over	1G. 2G. 4G. 25 p.c., a.v. 2G. 3G. 35 p.c., a.v. 3D.c., a.v.
", hackled ", ", tow of, scrutched or green ", Flowers, arrificial Flour, rice and sago per lb. Rye per bush. Starch per bush. Wheat per bl. Frames, picture, as furniture Preestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per ton of 13 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over	2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c.
", hackled." ", tow of, scrutched or green ", ", tow of, scrutched or green ", "Flowers, artificial per bush. Flour, rice and sago. per lb. Rye. per bush. Star-h per bush. Star-h per bush. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per bush of the per ton of 13 cubic ft. Grantite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. per can or package Over 1 lb. per can or package The rate to include duty on cans or packages, and	1G. 2G. 4G. 25 p.c., a.v. 2G. 3G. 35 p.c., a.v. 3D.c., a.v.
", hackled ", " ", tow of, scrutched or green ", " Flowers, artificial	1G. 2G. 4G. 25 p.c., a.v. 2G. 3G. 35 p.c., a.v. 3D.c., a.v.
", hackled." ", tow of, scrutched or green." "Flowers, artificial. Flour, rice and sago	2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c,
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", per lb. Rye per bush. Starch per bush. Starch per bush. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per ton of 13 cubic ft. Granite and freestone, dressed ; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb per can or package Over 1 lb per can or package. The rate to include duty on cans or packages, and weight on which duty shall be payable to include weight of cans or packages. Preserved in brandy or other spirits per I. gall.	1G. 2G. 4G. 25 p.c., a.v. 2G. 3G. 35 p.c., a.v. 3D.c., a.v.
", hackled." ", tow of, scrutched or green." "Flowers, artificial. Flour, rice and sago	2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c,
", hackled." ", tow of, scrutched or green ", ", tow of, scrutched or green ", "Flowers, artificial per bush. Flour, rice and sago. per lb. Rye. per bush. Starch per bush. Starch per bush. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per bush of 13 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. Der can or package. Over 1 lb. The rate to include duty on cans or package, and weight on which duty shall be payable to include weight of cans or packages. Preserved in brandy or other spirits per I. gall. Furniture of wood, iron or other material, house, cabinet or office, finished or in parts, including hair and spring and	2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c,
", hackled." ", tow of, scrutched or green." "Flowers, artificial. Flour, rice and sago	2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c.
", hackled." ", tow of, scrutched or green." "Flowers, artificial. Flour, rice and sago	2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c,
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", strifficial ", strifficial ", strifficial ", per lb. Rye per bush. Starch per bush. Starch per bush. Starch per bush. Starch per bush. Starch per lb. "Frames, picture, as furniture "Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per ton of 13 cubic ft. Granite and freestone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. per can or package ". The rate to include duty on cans or package, and weight on which duty shall be payable to include weight of cans or packages. Preserved in brandy or other spirits per I. gall. Furniture of wood, iron or other material, house, cabinet or office, finished or in parts, including hair and spring and other mattresses, bolsters and pillows, caskets and ooffins of any material.	1G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2
", hackled "," ", tow of, scrutched or green "," Flowers, artificial Flour, rice and sago	2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c, 2c,
", hackled." ", tow of, scrutched or green ", ", tow of, scrutched or green ", "Flowers, artificial per bush. Flour, rice and sago. per lb. Rye. per bush. Starch per bush. Starch per bush. Starch per bush. Frames, picture, as furniture Freestone, rough, sandstone and all other building stone, except marble from the quarry, not hammered or chiselled per bush of 13 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. Cover 1 lb. The rate to include duty on cans or package, and weight on which duty shall be payable to include weight of cans or packages. Preserved in brandy or other spirits per I. gall. Furniture of wood, iron or other material, house, cabinet or office, finished or in parts, including hair and spring and other mattresses, bolsters and pillows, caskets and coffins of any material. Fur skins, wholly or partially dressed. Gas meters Glass, crystal and decorated table-ware, made for mounting	1G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scritched or green ", strifficial ", strifficial ", per lb. Rye per bush. Starch per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per ton of 12 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. per can or package ", ", The rate to include duty on cans or packages, and weight of cans or packages. ", ", ", ", ", ", ", ", ", ", ", ", ",	1G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scritched or green ", strifficial ", strifficial ", per lb. Rye per bush. Starch per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per ton of 12 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. per can or package ", ", The rate to include duty on cans or packages, and weight of cans or packages. ", ", ", ", ", ", ", ", ", ", ", ", ",	1G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2G. 2
", hackled ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scritched or green ", strifficial ", strifficial ", per lb. Rye per bush. Starch per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per ton of 12 cubic ft. Granite and freestone, dressed; all other building stone, dressed, except marble, and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. per can or package ", ", The rate to include duty on cans or packages, and weight of cans or packages. ", ", ", ", ", ", ", ", ", ", ", ", ",	2C. 2C. 2C. 2C. 2C. 2C. 2C. 2C. 2C. 2C.
", hackled "," ", tow of, scrutched or green "," Flowers, artificial	2C. 2C. 2C. 2C. 2C. 2C. 2C. 2C. 2C. 2C.
", hackled "," ", tow of, scrutched or green "," Flowers, artificial	2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c.
", hackled." ", tow of, scrutched or green "," ", tow of, scrutched or green "," Flowers, artificial per bush. Flour, rice and sago	2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c.
", hackled or green ", tow of, scrutched or green ", tow of, scrutched or green ", tow of, scrutched or green ", strifficial ", strifficial ", strifficial ", per lb. Rye per bush. Starch per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per lb. ", per ton of 12 cubic ft. Granite and freestone, dressed; and all manufactures of Fruits in air-tight cans or other packages, weighing not over 1 lb. per can or package ", ", The rate to include duty on cans or packages, and weight on which duty shall be payable to include weight of cans or packages. Preserved in brandy or other spirits per l. gall. Furniture of wood, iron or other material, house, cabinet or office, finished or in parts, including hair and spring and other mattresses, bolsters and pillows, caskets and coffins of any material." "Fur skins, wholly or partially dressed. Gas meters Glass, crystal and decorated table-ware, made for mounting with silver-plated trimmings, when imported by manufacturers of plated ware. Common and colourless window glass; plain coloured, stained or tinted or muffed in sheets Ornamental figured, and enamelled coloured; painted and vitrified; figured enamelled coloured; painted and overried white;	25 p.c., a.v. 25 p.c., a.v. 26. 27 p.c., a.v. 26. 27 p.c., a.v. 37 p.c., a.v. 38 p.c., a.v. 39 p.c., a.v. 30 p.c., a.v. 30 p.c., a.v. 30 p.c., a.v. 30 p.c., a.v. 30 p.c., a.v.
", hackled." ", tow of, scrutched or green "," ", tow of, scrutched or green "," Flowers, artificial per bush. Flour, rice and sago	2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c.

And when bevelled, additionalper sq. ft.	2C.
Over 30 and not over 70 sq. ft,	8c.
And when havelled additional	2C.
And when bevened, additional,	
Over 70 sq. ft	9 c.
And when bevelled, additional,	2C.
Silvered plate	30 p.c., a.v.
	35 p.c., a.v.
Stained windows. All other manufactures of n.o.p., including bent plate	
All other manufactures of non-including heat plate	30 p.c., a.v.
All other manufactures of n.o.p., including bent place	20 p.c., a.v.
Gloves and mitts of all kinds	35 p.c., a.v.
Glue, sheet, broken sheet and groundper lb.	3C
Mucilage and liquid	30 p.c., a.v.
Gold and silver leaf, and Dutch or schlag metal leaf	30 p.c., a.v.
Grapesper lb.	2C.
Clares	20.
Grindstones, not mounted, and not less than 12 ins. in dia- meterper ton	_
meterper ton	\$ 2
Gum, British, dressing, sizing cream, and enamel sizing	
per lb.	IC.
	3C.
Compowder, biasting and mining,	
Cannon and musket, in kegs and barrels,	4C.
Canister,	15C.
Giant, dualin, dynamite, and other explosives in	
which nitro-glycerine is a constituent part ,,	5c. & 20 p.c., a.v.
Gun, rifle, and sporting, in kegs, half-kegs, or	Jor on and proce, and
Guil, Time, and sporting, in kegs, man-kegs, or	
quarter-kegs and other similar packages,	5C.
Gutta-percha, manufactures of	25 p.c., a.v.
Gutta-percha, manufactures of Hair-cloth, of all kinds. Curled	30 p.c., a.v.
Curled	20 p.c., a.v.
Hammocks and lawn tennis nets and like articles manufac-	20 p.o.,
Transporte and man tennis nets and the articles mandrate.	
tured of twine, n.e.s.	35 p.c., a.v.
tured of twine, n.e.s	
or otherwise	25 p.c., a.v.
Hardware, builders', cabinet-makers', harness-makers', and	
saddlers', including curry-combs, carriage hardware, locks,	
butts, and hinges, and saws of all kinds, n.e.s.	
Transfer and saws of all allos, inc.s.	35 p.c., a.v.
riouse turnishing, n.o.p.	30 p.c., a.v.
House furnishing, n.o.p. Harness and saddlery of every description	35 p.c., a.v.
Honey, in the comb or otherwise, and imitations and	
Honey, in the comb or otherwise, and imitations and adulterations thereofper. lb.	3C.
Hoods, Manilla	20 p.c., a.v.
Una non the	6c.
Hops	
Horse clothing, snaped, n.o.p.	30 p.c., a.v.
Hubs, spokes, felloes, and parts of wheels, rough, hewn, or	
sawn only	15 p.c., a.v.
Indiarubber boots and shoes and other manufactures of	• • •
n a s	25 p.c., a.v.
n.e.s. With tops or uppers of cloth, or other than rubber	
with tops or uppers of cloth, or other than rubber	35 p.c., a.v. 10c. & 25 p.c., a.v.
Surfaced waterproof clothingper lb.	10c. & 25 p.c., a.v.
Clothing, or clothing made waterproof with indiarubber,	
n.e.s.	35 p.c., a.v.
Vulcanised handles, for knives and forks	10 p.c., a.v.
Ink for writing	25 p.c., a.v.
Ink, for writing Instruments, surgical and dental	
Instruments, surgical and dental	20 p.c., a.v.
Iron and steel angles, rolled iron or steel, channels structural	
shapes and special sections, weighing less than 25 lbs.	
per lin. vd., n.e.s	dc. & 10 p.c., a.v.
Axles and springs, or parts thereof, axle bars, blanks, or forgings, for carriages other than	• •
blanks or forgings for carriages other than	
	** 8: ** * * * * * *
railway and tramway vehicles	zc. & 30 p.c., a.v.
Axies for cars, axie pars, blanks, forgings, and car	
springs of all kinds, n.e.s	\$30 & not less than
·	35 p.c., a.v.
Bar iron, rolled or hammered, comprising flats,	
rounds, and squares, and bars and shapes of	
miled imp n e s	C
rolled iron, n.e.s. Beams, rolled, girders, joists, angles, channels, structural shapes and special sections, not less than 25 lb.	\$13
pearins, roneu, giruers, joists, angles, channels, struc-	
tural snapes and special sections, not less than 25 lbs.	
per lin. yd.; and rolled beams, girders, joists, angles, channels, and eyebar blanks, made by Kloman pro-	
shannels and amaken blanks made her Klamen and	
Channels, and eyebar blanks, made by kinman bro-	
cess together with all other structural shapes, in-	
cess together with all other structural shapes, in-	
cess, together with all other structural shapes, in- cluding rolled bridge plate, not less than 15 ins. wide, when imported for use in the manufacture of bridges	121 p.c., a.v.

	• •
Boiler or other plate iron, sheared or unsheared, skelp iron, sheared or in grooves, and sheet, common or black, not thinner than No. 20 gauge, n.e.s., includ- ing nail plate, 16 gauge and thicker per ton	\$ 13
Bridges and structural workper lb-	rac. and not less
Cast iron vessels, plates, stove plates and irons, sady hatters' and tailors' iron, and castings of, n.e.s-	than 35 p.c., a.v. \$16 and not less than 30 p.c., a.v
Chains, over 9-16 in. diameter	5 p.c., a.v.
Former fire	30 p.c., a.v. 35 p.c., a.v.
Locomotive and steam engines, boilers and machinery of iron or steel, n.e.s. Provided that any locomotive which, with its tender,	30 p.c., a.v.
weighs 30 tons or over, shall pay as duty not less than each Portable steam, threshers, and separators, saw and	\$2,000
planing mills Ferro-manganese, ferro-silicon, spiegel, steel bloom and	35 p.c., a.v.
crop ends or spect rails, for manufacture per too	\$0
Files and rasps	35 p.c., a.v. \$12
Fish plates, railway per ton Forgings, in whatever stage of manufacture, n.e.s. per lb.	ala Barna au
Forks, cast iron, not handled, nor ground or otherwise	1 c & 35 p.c., a.v.
further manufactured Hardware, builders', cabinetmakers', harnessmakers', and saddlers' hardware, including currycombs, carriage hardware, locks, butts, and hinges, n.e.s., saws and tools of all kinds Hay knives, and 4, 5, and 6 pronged forks of all kinds	10 p.c., a.v.
carriage hardware, locks, butts, and hinges, n.e.s.,	
Hay knives, and 4, 5, and 6 pronged forks of all kinds	35 p.c., a.v.
DET CLUE	302 OL 20 D.C., 3LV.
Hoop, band, or scroll iron, Sins. or less in width, and not thinner than No. 20 gauge per ton	\$13
Thinner than No. 20	121 p.c., a.v.
Implements, agricultural, mowing machines, self-bind- ing harvesters, harvesters without binders, binding	
attachments, reapers, sulky and walking ploughs, and others, n.o.n., for: and portable machines, steam	
attachments, reapers, sulky and walking ploughs, and others, n.o.p., for; and portable machines, steam engines, threshers, separators, horse powers, saw and	
Ingots, steel and cogged, blooms and slabs, by what-	35 p.c., a.v.
ever process made, billets and bars, bands, hoops,	
strips, and sheets of all gauges and widths, n.e.s.,	\$12 & 30 p.c., a.v.
Ingots, steel and cogged, blooms and slabs, by whatever process made, billets and bars, bands, hoops, strips, and sheets of all gauges and widths, n.e.s., valued at 4c. or less per lb per ton Ingots, cogged ingots, blooms and slabs per ton Over 4c. ner lb.	\$8
Over 4c. per lb. Provided that on all iron or steel bars, rods, strips, or steel sheets, of whatever shape, and all irregular shape	121 p.c., a.v.
steel sheets, of whatever shape, and all irregular shape or section, cold rolled, hammered or polished in any	
way in addition to ordinary process of hot rolling or hammering, there shall be paid as additional	
or hammering, there shall be paid as additional	1-6c.
Provided further, that all metal produced from iron or its ores, which is cast and malleable, of whatever kind, without regard to percentage of carbon contained therein, whether produced by cementation or converted, cast or made from iron or its ore by the crucible, Bessemer, pneumatic, Thomas-Gilchrist-basic, Siemens-Martin or hearth process, or by the combination of two or more of the processes or their enuivalents, or by any fusion or other process which	
its ores, which is cast and malleable, of whatever	
tained therein, whether produced by cementation or	
converted, cast or made from from or its ore by the	
basic, Siemens-Martin or hearth process, or by the	
equivalents, or by any fusion or other process which	
produces from iron or its ore a metal either granulous	
or fibrous in structure, which is cast and malleable, except malleable iron castings, shall be classed and	
denominated as steel	
Provided further, that all articles rated as iron or manufactured of iron, shall be chargeable with the	
same rate of duty it made of seet, of of steer and from	
combined, unless otherwise specially provided for.	

Knife blades or blanks, in the rough, unhandled, for	
use by electro-platers	10 p.c., a.v.
Malleable iron and steel castings, n.e.s per ton	\$25 & 30 p.c., a.v.
use by electro-platers. Malleable iron and steel castings, n.e.s. per ton Manufactures not enumerated, composed of iron or steel, partly or wholly manufactured	
steel, partly or wholly manufactured	30 p.c., a.v.
Mail rods, Swedish robed from, under sin. diameter for	
manufacture of horse-shoe halls	20 p.c., a.v.
Nails and spikes, composition and sheathing nails	20 p.c., a.v.
Cut nails and spikes of iron or steelper lb.	ıc.
Wrought and pressed, galvanised or not, horse shoe,	
hob, and wire nails, and all other, n.e.s., and	
horse, mule, and ox shoesper lb.	14c. & 35 p.c., a.v.
Needles, steel, cylinder, hand-frame and latch	30 p.c., a.v.
Nuts and washes, wrought iron or steel, rivets, bolts with or without threads, nut and bolt blanks, T and	
with or without threads, nut and boil blanks, I and	
strap hinges and blanks, n.e.s	1C. & 25 p.c., a.v.
Picks, mattocks, hammers weighing 3lbs. each or over,	
sledges, track tools, wedges or crowbars per lb.	ıc. & 25 p.c., a.v.
Pig iron, iron kentledge, and cast scrapper ton	**
Pipe, cast iron, of every description,	\$12 & 35 p.c., a.v.
Plate of iron and steel combined and steel not specially	
enumerated or provided for	30 p.c., a.v.
Plates engraved on wood only	20 p.c., a.v.
Plough plates, mould boards and land sides when cut to	
shape from rolled sheets of crucible steel, but not	
moulded, punched, polished or otherwise manufac-	
tured, more than 4c. per lb	124 p.c., a.v.
Printing presses and machines, used only in newspaper,	
book, and job-printing offices; folding machines and	
paper cutters	to p.c., a.v.
Pumps, pitcher-spouts, cistern, well and force	35 p.c., a.v.
Rivets, bolts with or without threads, and nut or bolt	
blanks, less than fin. diameterper lb. Rope, wire, n.o.p.	1 c. & 30 p.c., a.v.
Rope, wire, n.o.p.	25 p.c., a.v.
Safes, doors for safes and vaults, scales, balances and	Nine
weighing beams	35 p.c., a.v.
Scrap iron and steel, being waste or refuse, and fit	
only for remanufacture, not including cuttings or	
clippings which can be used without remanufacture	
per ton	\$ 2
Screws, commonly called "wood screws," 2in. or over in	
PCHELII	6c.
lengthper lb.	6c. 8c.
rin, and less than zin,, Less than rin,	8c.
rin. and less than zin,, Less than rin,, Of iron, steel or other metal, n.o.p.	8c. 11c.
rin. and less than zin,, Less than rin,, Of iron, steel or other metal, n.o.p.	8c. 11c. 35 p.c., a.v.
rin. and less than zin,, Less than rin,, Of iron, steel or other metal, n.o.p.	8c. 11c.
rin. and less than zin,, Less than rin,, Of iron, steel or other metal, n.o.p.	8c. 11c. 35 p.c., a.v.
nin. and less than zin. ,, Less than zin. ,, Of iron, steel or other metal, n.o.p. ,, Scythes , per doz. Sheet iron, common or black, smoothed or polished, c. ated or galvanised, thinner than No. 20 gauge,	8c. 11c. 35 p.c., a.v.
in. and less than zin, Less than zin, Of iron, steel or other metal, n.o.p, Scythes per doz. Sheet iron, common or black, smoothed or polished, c ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 30in. wide and	8c. 11c. 35 p.c., 2.v. \$2 40c.
nin. and less than zin,, Less than zin,, Of iron, steel or other metal, n.o.p,, Scythes, per doz. Sheet iron, common or black, smoothed or polished, c. ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 30in. wide and lin. thick	8c. 11c. 35 p.c., a.v.
nin. and less than zin,, Less than zin,, Of iron, steel or other metal, n.o.p,, Scythes, per doz. Sheet iron, common or black, smoothed or polished, c. ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 30in. wide and lin. thick Shovels and spades, and blanks, and iron or steel cut to	8c. 11c. 35 p.c., a.v. \$2 40c.
nin. and less than zin, Less than zin, Of iron, steel or other metal, n.o.p, Scythes	8c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v.
nin. and less than zin, Less than zin, Of iron, steel or other metal, n.o.p, Scythes	8c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v.
nin. and less than zin, Less than zin, Of iron, steel or other metal, n.o.p, Scythes Sheet iron, common or black, smoothed or polished, c. ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 30in. wide and Jin. thick Shovels and spades, and blanks, and iron or steel cut to shape for same	8c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v.
nin. and less than zin	\$c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nin. and less than zin, Less than zin, Of iron, steel or other metal, n.o.p, Scythes, per doz. Scythes, per doz. c. ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 30in. wide and jin. thick Shovels and spades, and blanks, and iron or steel cut to shape for same, per doz. Skates, per pair Slabs, blooms, loops, puddled bars, or other forms less finished than iron in bars, and more advanced than pig iron, except castings, per ton	8c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v.
nin. and less than zin, Less than zin, Of iron, steel or other metal, n.o.p, Scythes per doz. Sheet iron, common or black, smoothed or polished, c. ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 30in. wide and lin. thick Shovels and spades, and blanks, and iron or steel cut to shape for same per doz. Skates per pair Slabs, blooms, loops, puddled bars, or other forms less finished than iron in bars, and more advanced than pig iron, except castings per control of the per pair or or cut tacks, not exceeding 16 oz. to 1,000	\$c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nin. and less than zin	\$c. 35 p.c., a.v. \$2 40c. 12\frac{1}{2} p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nin. and less than zin	\$c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nin. and less than zin	\$c. 35 p.c., a.v. \$2 40c. 12\frac{1}{2} p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nin. and less than zin	\$c. 35 p.c., a.v. \$2 40c. 12\frac{1}{2} p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nand less than zin, Less than zin, Of iron, steel or other metal, n.o.p. Scythes, per doz. Sheet iron, common or black, smoothed or polished, c. ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 20in. wide and lin. thick Shovels and spades, and blanks, and iron or steel cut to shape for same, per doz. Skates, per pair slabs, blooms, loops, puddled bars, or other forms less finished than iron in bars, and more advanced than pig iron, except castings, per ton. Sprigs, brads, or cut tacks, not exceeding 16 oz. to 1,000 Over 1602	\$c. 35 p.c., a.v. \$2 40c. 12\frac{1}{2} p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nin. and less than zin	\$c. 11c. 35 p.c., a.v. \$2 40c. 12\frac{1}{2} p.c., a.v. \$2 80c., a.v. 20c. & 30 p.c., a.v. 20c. & 20 2c. 2c.
nin. and less than zin	\$c. 35 p.c., a.v. \$2 40c. 12\frac{1}{2} p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v.
nand less than zin	\$c. 11c. 35 p.c., a.v. \$2 40c. 12\frac{1}{2} p.c., a.v. \$2 80c., a.v. 20c. & 30 p.c., a.v. 20c. & 20 2c. 2c.
nin. and less than zin	\$c. 20 p.c., a.v.
nin. and less than zin	\$c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v. \$2c. 2c. 2c. 2c. 2c. 2c. 2c. 2c.
nin. and less than zin	\$c. 35 p.c., a.v. \$2 40c. 121 p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v. 20. 20 p.c., a.v. 15 p.c., a.v.
nand less than zin, Less than zin, Of iron, steel or other metal, n.o.p, Scythes per doz. Sheet iron, common or black, smoothed or polished, c. ated or galvanised, thinner than No. 20 gauge, Canada plates, and plate or less than 30in. wide and \$\frac{1}{2}\text{in.}\$ thick Shovels and spades, and blanks, and iron or steel cut to shape for same per doz. Skates per pair Slabs, blooms, loops, puddled bars, or other forms less finished than iron in bars, and more advanced than pig iron, except castings per ton Sprigs, brads, or cut tacks, not exceeding 16 oz. to 1,000 Over 160z per 10. Tubing, lap-welded iron, threaded and coupled or not, 1\frac{1}{2}\text{in.}\$ to zin. inclusive in dia., for use exclusively in artesian wells, petroleum pipe lines and refineries, under regulations to be made by the Governor in Council Not welded, nor more than 1\frac{1}{2}\text{in.}\$ in dia. of rolled steel, wrought iron, threaded and coupled or not over zin, in dia. Other tubes or pipes per lb. Wire, covered with cotton, linen, silk or other material	\$c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20c. & 30 p.c., a.v. 20c. 20c. 21c. 22c. 23c. 25 p.c., a.v. 15 p.c., a.v. 25 p.c., a.v.
nand less than zin	\$c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20 c. & 30 p.c., a.v. 20 p.c., a.v. 15 p.c., a.v. 15 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v.
nin. and less than zin	\$c. 11C. 35 p.c., a.v. \$2 40C. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20C. & 30 p.c., a.v. 20C. 20 p.c., a.v. 15 p.c., a.v. 15 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v.
nand less than zin	\$c. 11c. 35 p.c., a.v. \$2 40c. 12 p.c., a.v. \$1 & 25 p.c., a.v. 20 c. & 30 p.c., a.v. 20 p.c., a.v. 15 p.c., a.v. 15 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v.

TARIFF OF CANADA.

Juices, lime and other fruit, n.o.p., non-alcoholic and not	
sweetened	10C. 40C.
Labels for fruits, vegetables, meat, fish, confectionery, and	ţuc.
other goods, also tickets, posters, advertising bills and	15C. & 25 n.c., a.v
folders	. jc. a. 25 p.a., a.
bracelets; chains or cords of hair; lace collars and all similar goods, lace nets, and nettings of cotton, silk, linen	
or other materials, boot, shoe and stay laces	30 p.c., a.v
Lamp and ivory black Lamp, gas light and electric light shades, lamps and lamp chimneys, side and head lights; lantern globes, electric	10 p.c., a.v
chimneys, side and head lights; lantern globes, electric	
lights, gas lights, n.e.s., and lampwicks	30 p.c., a.v. 5 p.c., a.v.
Bars, blocks and sheetsper 100 lb.	6ос.
Old, scrap and pig,, Pipe and lead shotper lb.	40€. 1∰€.
Pencils of all kinds, in wood or otherwise Dry white and red, orange mineral, and zinc white	30 p.c., a.v.
All manufactures of, n.e.s.	5 p.c., a.v. 30 p.c., a.v.
Leather belting or other material	25 p.c., a.v.
and calf, tanned but not dressed, waxed, or glazed	15 p.c., a.v.
Dressed, waxed, or glazed	20 p.c., a.v. 25 p.c., a.v.
Glove leathers, when imported by glove manufacturers for use in their factories—viz., kid, buck, deer, ante-	25 p.c.,
for use in their factories—viz., kid, buck, deer, ante- lope, and water-hog, tanned or dressed, coloured or	
uncoloured	10 p.c., a.v.
Japanned, patent, or enamelled	25 p.c., a.v. {c. & 15 p.c., a.v.
. tanned, but rough or undressed	10 p.c., a.v.
All other, and skins, tanned, n.o.s	20 p.c., a.v. 25 p.c., a.v.
Leatheroid and leather-boardper lb.	3C.
malla an atiaba	2C.
Lumber and timber, n.e.s	20 p.c., a.v. 2C.
Lumber and timber, n.e.s. Maccaroni and Vermicelli Machines, sewing, whole, or heads or parts ofeach Magic lanterns and slides, philosophical, photographic, mathematical, and optical instruments, n.e.s. Malt. upon entry for warehouse, subject to excise regula-	\$3 & 20 p.c., a.v.
Magic lanterns and slides, philosophical, photographic, mathematical, and optical instruments, n.e.s.	25 p.c., a.v.
tionsper bushel Malt, extract of (non-alcoholic), for medicinal purposes Maps, geographical, topographical, and astronomical, and	15C. 25 p.C., a.v.
Maps, geographical, topographical, and astronomical, and	,
charts and globes, n.e.s. Marble, in blocks from quarry, in the rough or sawn on two	20 p.c., a.v.
sides only, and not specially shapen, containing less than	15 p.c., a.v.
Containing 15 cubic feet or over	10 p.c , a.v.
Sawn on not more than two sides	15 p.c., a.v. 25 p.c., a.v.
Finished, and all manufactures of, n.e.s	35 p.c., a.v.
Medicines, proprietary:—All tinctures, pills, powders, troches or lozenges, syrups, cordials, bitters, anodynes,	
tonics, plasters, liniments, salves, ointments, pastes, drops,	
waters, essences, oils, or medicinal preparations or com- positions recommended to the public under any general	
name or title as specifics for any diseases or affections whatsoever affecting the human or animal bodies, n.o.p	
All others	50 p.c., a.v. 25 p.c., a.v.
Metal, babbit Britannia, manufactures of, not plated Composition, for manufacture of filled gold watch-cases	10 p.c., a.v. 25 p.c., a.v.
Composition, for manufacture of filled gold watch-cases	10 p.c., a.v.
Pins, manufactured from wire of any metal Type	30 p.c., a.v. 10 p.c., a.v.
Mill-board, not straw-board	10 p.c., a.v.
Milk food, and similar preparations	30 p.c., a.v.
filtered, bleached or clarified, testing by the polariscope	:

thirty degrees or over, and not over fifty-six, when im- ported direct without transshipmentper gall.	ıjc.
When not so imported	4C.
transshipmentper gall.	6c. 8c.
When not so imported, The package to be exempt from duty, provided that	oc.
molasses when imported for or received into any	
sugar refinery, sugar, syrup, or glucose factory, dis- tillery, or brewery shall pay additionalper gall, Mouldings of wood, gilded or otherwise further manufac-	5c.
fitted than plain	30 p.c., a.v. 25 p.c., a.v.
Plain Music, printed, bound or in sheets per lb. Musical instruments of all kinds, n.o.p.	10C. 25 p.c., a.v.
Mustard, cake	20 p.c., a.v. 25 p.c., a.v.
Nails, brass and copper, rivets and burrs	35 p.c., a.v.
Nails, pround Nails, brass and copper, rivets and burrs Newspapers, or supplemental editions or parts thereof, partly printed, and intended to be completed and published in Canada. Nitro-glycerine per lb.	
Nitro-glycerineper lb.	25 p.c., a.v. 200.
Nuts of all kinds, n e s per lb.	25 p.c., a.v. 3c.
Oatsper bush.	ioc.
Meal	-
cined or raw	30 p.c., a.v.
napatha, cenzole and petroleum; products of petroleum,	7 1∙5th c.
Coal, shale and lignite, n.e.sper I. gall. Carbolic or heavy, for any use	10 p.c., a.v.
Cod liver, medicated	30 p.c., a.v. 30 p.c., a.v.
Hair Lard	30 p.c., a.v. 20 p.c., a.v.
Lard Linseed or flax seed, raw or boiled per lb. Lubricating, composed wholly or in part of petroleum and costing less than 30 c. per gall. per gall.	złc.
and costing less than 30 c. per gall	7 1-5th C. 25 p.C., a.v.
Neatsfoot	20 p.c., a.v. 20 p.c., a.v.
Sesame seed	20 p.c., a.v.
Sesame seed Oil cloth for floor and oiled silk, in the piece, cut or shaped, oiled, enamelled, stamped, pained or printed, indiarubbered, flocked or coated, n.o., per sq. yd. Opium (crude), weight to include weight of ball or covering	
Opium (crude), weight to include weight of ball or covering	5C. & 15 p.c., a.v.
For smoking	\$1 \$5
For smoking Oranges and lemons, in boxes of capacity not exceeding 25 cubic ft	25C.
	13C. 10C.
In bulk per 1,000	\$1 6oc.
rel	55c.
recuscacu	\$10 \$15
Over 4 and not over 4	\$20 \$30 & 15 p.c., a.v.
Pipe organs, and sets or parts of sets of reeds for cabinet organs	_
Paintings, prints, engravings, drawings and building plans	25 p.c., 2.v. 20 p.c., 2.v.
Paints, ground or mixed in or with either japan, varnish, lacquers, liquid driers, collodion, oil finish or varnish;	
rough stuff and fillers	5c. & 25 p.c.,
Paris green, dry	10 p.c., a.v
· N.c.c	30 p.c., a.v

Paper, albumenised, chemically prepared for photo-	
graphers use Sacks, of all kinds, printed or not Bank notes, bonds, bills of exchange, cheques, promis-	25 p.C., a.v.
graphers' use Sacks, of all kinds, printed or not Sacks, of all kinds, printed or not Sacks, of all kinds, printed or not sory notes, drafts, and all similar work unsigned; bill heads, envelopes, receipts, cards and other commercial blank forms, printed or lithographed, or printed from steel, copper, or other plates, and other	
printed from steel, copper, or other plates, and other printed matter, n.e.s.	35 p.c., a.v.
printed matter, n.e.s	30 8 m., — 10
Brown and white blanks, printed or plain ungrounded per 8 yds.	2C.
White, grounded, and satins, not hand-made ,,	3c. 6c.
Single print and coloured bronzes ,, Embossed bronzes ,,	бс. Вс.
Coloured borders, narrow, wide,	6 c.
Bronze borders, narrow, wide ,,, Embossed borders ,,	14C. 15C.
All other	35 p.c., a.v.
Manufactures of, including ruled and bordered, pape- tries, boxed, envelopes and blank books	25 D.C. A.V.
Sand, glass, flint and emery	35 p.c., a.v. 30 p.c., a.v.
Union collar cloth, in rolls or sheets, not glossed or	åc. ⊤
finished	20 p.c., a.v. 25 p.c., a.v.
N.e.s	25 p.c., a.v.
Peach trees	3C.
Peaseper bush.	10C.
Pease	
pomatums, pastes, and all other perfumed preparations,	
n.o.p., used for the hair, mouth or skin	30 p.c., a.v.
7 octaveseach	\$25
7 octaveseach	\$30
7 octaveseach	\$30 \$50 & 20 p.c., a.v
7 octaveseach	\$30
7 octaveseach	\$30 \$50 & 20 p.c., a.v
7 octaves	\$30 \$50 & 20 p.c., a.v
7 octaves	\$30 \$50 & 20 p.c., a.v
7 octaves	\$30 \$50 & 20 p.c., a.v 25 p.c., a.v.
7 octaves	\$30 & 20 p.c., a.v 25 p.c., a.v. 40c. 35c.
7 octaves	\$30 & 20 p.c., a.v 25 p.c., a.v. 40c. 35c. 25c.
7 octaves	\$30 \$50 & 20 p.c., a.v 25 p.c., a.v. 40c. 35c. 25c. 20 p.c., a.v.
7 octaves	\$30 & 20 p.c., a.v 25 p.c., a.v. 40c. 35c. 25c. 20 p.c., a.v. 15c. 45c.
7 octaves	\$30 \$50 & 30 p.c., a.v. 25 p.c., a.v. 40c. 35c. 25c. 25c. 20 p.c., a.v. 15c. 45c.
7 octaves	\$30 & 20 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 40c. 35c. 25c. 20 p.c., a.v. 15c. 45c. 10c. 6c. 15 p.c., a.v.
7 octaves	\$30 & 30 p.c., a.v. 25 p.c., a.v. 40c. 35c. 25c. 25c. 20 p.c., a.v. 15c. 45c. 10c. 6c. 15 p.c., a.v. 30 p.c., a.v.
7 octaves	\$30 & 30 p.c., a.v. 25 p.c., a.v. 40c. 35c. 25c. 20 p.c., a.v. 15c. 45c. 10c. 6c. 15 p.c., a.v. 30 p.c., a.v.
7 octaves	\$30 & 20 p.c., a.v. 25 p.c., a.v. 40c. 35c. 25c. 20 p.c., a.v. 15c. 45c. 10c. 6c. 15 p.c., a.v. 30 p.c., a.v.
7 octaves	\$30 & 20 p.c., a.v. 25 p.c., a.v. 40c. 35c. 25c. 20 p.c., a.v. 15c. 10c. 6c. 15 p.c., a.v. 3c. 15 p.c., a.v.
7 octaves	\$30 & 30 p.c., a.v. 40C. 35C. 25C. 20 p.c., a.v. 15C. 45C. 10C. 6C. 15 p.c., a.v. 3C. 15 p.c., a.v. 3C.
7 octaves	\$30 & 20 p.c., a.v. 25 p.c., a.v. 40c. 35c. 25c. 20 p.c., a.v. 15c. 10c. 6c. 15 p.c., a.v. 3c. 15 p.c., a.v.
7 octaves	\$30 & 30 p.c., a.v. 40C. 35C. 25C. 20 p.c., a.v. 15C. 45C. 10C. 6C. 15 p.c., a.v. 3C. 15 p.c., a.v. 3C.
7 octaves	\$30 & 30 p.c., a.v. 40c. 35c. 25c. 25c. 25c. 45c. 10c. 6c. 15 p.c., a.v. 30 p.c., a.v. 35. 15 p.c., a.v. 25 p.c., a.v.
7 octaves	\$30 & 30 p.c., a.v. 40C. 35C. 25C. 20 p.c., a.v. 15C. 45C. 10C. 6C. 15 p.c., a.v. 3C. 15 p.c., a.v. 3C.

Potatoes	15C. 20 p.c., a.v.
Prunella, for boots and shoes, and cotton netting for the	10 p.c., a.v.
lining of boots, shoes, and gloves	10 p.c., a.v.
Putty	25 p.c., a.v.
Onille	so p.c., a.v. so p.c., a.v.
Quills Quince trees of all kinds	ajc.
hoeseach	5C & 25 p.c., a.v.
hoes each Raisins per lb. Ribbons of all kinds and materials Rice per lb.	1C. 30 p.c., a.v.
Riceper lb.	,14c.
Pre ner bush	17g p.c., a.v. 10c.
Flour	50C.
Saccharine, or any product containing 1 of 1 p.c. thereof	
per 10 ₅	\$10
Sails for boats and ships, and tents and awnings	25 p.c., a.v.
In home homels or other market are the home homels or	IOC.
Salt, fine, in bulk per 100 lbs. In bags, barrels or other packages, the bags, barrels or other packages to bear same duty as if imported the barrels or th	
empty	15C.
Saltnetre	20 p.c., a.v.
Sand, iron, or globules Satchels, pocket-books, and purses Sauces and catsups in bottle per gall.	20 p.c., a.v.
Satchels, pocket-books, and purses	35 p.c., a.v. 40c. & 20 p.c., a.v.
Sauces and catsups in bottleper gall.	40c. & 20 p.c., a.v.
In bulk	30C. & 20 p.c., a.v.
Seeds, viz., garden, held, and other, for agricultural or	
In small naness or namels	10 p.c., a.v.
Flax per bush.	25 P.C., a.v.
In bulk Seeds, viz., garden, field, and other, for agricultural or other purposes, n.o.p., when in bulk or large parcels In small papers or parcels Flax per bush. Shawis and travelling rugs of all kinds and materials except	
	25 p.c., a.v.
Shingles	20 p.c., a.v.
Silk in the gum, or spun, not more advanced than singles, tram and thrown organzine, not coloured	
Silk plush netting used for manufacture of gloves	15 p.c., a.v. 15 p.c., a.v.
Silk plush netting used for manufacture of gloves	.3 [,
CDUICH VESTIBENTS	30 p.c., a.v.
Silver, German and nickel, and manufactures of, not plated	25 p.c., a.v.
State mantels	30 p.c., a.v.
Pencils	25 p.c., a.v.
Roofing, black or blueper sq.	Boc.
School and writing each N.e.s. per sq. ft.	1C. & 25 D.C. 2.V.
Soap, common brown and yellow, not perfumedper lb. Perfumed or toilet (weight of inside packages and	1 C.
remumed or totlet (weight of inside packages and	
wrappers to be included in weight for duty) per lb. Castile, mottled or white, and white,	2C.
Powders, pumice, silver and mineral, sapolio (weight of	- C.
package to be included in weight for duty)per lb.	3C.
Socks or stockings of cotton, wool, worsted and hair of	-
	10c. & 30 p.c., a.v.
Spectacles and eyeglasses, parts of Do., unfinished	10C.
Do unfinished	30 p.c., a.v. 25 p.c., a.v.
Spectacles and eyeglasses, parts of Do., unfinished Spices, viz., ginger of all kinds (except nutmegs and mace) unground Spirituous or alcoholic liquors distilled from any material	25 hrc** a. s.
unground	25 p.c., a.v.
	J 6
or containing or compounded from or with distilled enivite	
or any kind, and any mixture thereof with water, for every	
gamen thereof of the strength of proof, and when of a	
of any kind, and any mixture thereof with water, for every gallon thereof of the strength of proof, and when of a greater strength than that of proof at the same rate on the increased quantity that there would be if the liquors were	
reduced to the strength of proof. When the liquors were	
reduced to the strength of proof. When the liquors are of a less strength than that of proof, the duty shall be at the rate herein provided, but computed on a reduced	
the rate herein provided, but computed on a reduced	
quantity of the liquors in proportion to the lesser degree	
of strength; provided, however, that no reduction in	

quantity shall be computed or made on any liquors below the strength of 15 per cent. under proof, but all such liquors shall be computed as of the strength of 15 p.c. under proof, as follows:—	
Ethyl alcohol, hydrated oxide of ethyl, or spirits of wine; gin of all kinds, n.e.s.; rum, whiskey, and all spirituous or alcoholic liquors, n.o.pper gall. Amyl alcohol or fusil oil, potato oil, and spirit Methyl alcohol, wood alcohol, wood naphtha, pyroxylic spirit, wood or methylated spirit; absinthe, arrack or palm spirit, brandy, including artificial brandy and imitations of; cordials and liqueurs of all kinds. n.e.s.;	\$2 \$2
nescal, pulque, rum shrub, schiedam and other schnapps; tafia, angostura, and similar alcoholic bitters or beverages	\$ 1
n.e.s. per gall. Alcoholic perfumes and perfumed spirits, bay rum, cologne and lavender waters, hair, tooth and skin washes and other toilet preparations containing spirits of any kind; in bottles or flasks weighing not more	\$2 & 30 p.c., a.v.
than 40z. each	50 p.c., a.v.
In bottles, flasks or other packages weighing more than 40z. each	\$2 & 40 p.c., a.v.
of ammoniaper gall. Vermouth and ginger wine, containing not more than 40 p.c. of proof spiritsper gall.	\$2 & 30 p c., a.v.
Containing more than 40 p.c.	75 ^C .
Containing more than 40 p.c	~ -
articles cannot be correctly ascertained by the direct	
application of the hydrometer, it shall be ascertained	
by the distillation of a sample, or in such other man-	
ner as the Minister of Customs directs.	
Wines of all kinds, except sparkling wines, including	
orange, lemon, strawberry, raspberry, elder and cur-	
rant, containing 26 p.c. or less of spirits of the strength	
of proof, whether imported in wood or in bottles (6 qt.	
or 12 pt. bottles to be held to contain a gallon) per gall.	25C.
Each degree of strength in excess of 26 p.c. until	_
the strength reaches 40 p.c. additional per gall.	3C. & 30 p.c., a.v.
Champagne and all other sparkling wines in bottles	
containing each not more than a quart, and more	
than one pint bottlesper doz.	\$ 3
Containing not more than a pt, and more than	_
ptper doz.	\$1 50C.
Containing 1 pt. or less,	75C.
Bottles containing more than r qt. each, shall	
pay additional for that in excess of i qt. per	
bottle—the qts. and pts. in each case being old	trees from a su
wine measure	11 30c. d. 30 p.c., 12 v.
and containing more than 40 n c of spirits of	•
and containing more than 40 p.c. of spirits of the strength of proof by Sykes' hydrometer, shall	
be rated for duty as unenumerated spirits.	
Starch, including farina, corn or flour, and all preparations,	
not sweetened or flavouredper lb.	2C.
Sweetened or flavoured,	4C.
(Weight of package to be included in weight for duty.)	
Stereotypes, electrotypes and celluloids of books, bases, and	
matrices and conner shells for same ner so, in.	2+2C-
Stereotypes, electrotypes and celluloids for almanacs, calendars, illustrated pamphlets, newspaper advertisements or engravings, and n.e.s., and matrices or	•
calendars, illustrated pamphlets, newspaper adver-	
tisements or engravings, and n.e.s., and matrices or	
copper shells for the same per sq. in. Stereotypes, electrotypes, and celluloids of newspaper	2C.
Stereotypes, electrotypes, and celluloids of newspaper	
columns, and bases for same, wholly or partly of	10
metal or celluloid per sq. in.	≹ c.
Matrices or copper shells for same,	2 C

THE SHIFT WORLD THE DO	- CAL
On all sugars not imported direct without trans-ship- ment from the country of growth and production, additional	\$2 20 p.c., a.v. 40c. IC. 31c. IC. & 30 p.c. 11c. & 35 p.c., a.v.
Provided that when any cargo of sugar imported for	•••
refining purposes is found to grade, in part, above No. 14 Dutch standard in colour, such part to the	
extent of not exceeding 15 per cent. of the whole of	
the cargo may be admitted to enter by polarisopic	
test.	
Glucose or grape sugar, to be classed and rated for duty as sugar according to grade by Dutch Standard in colour.	
Sugar candy brown or white, and confectionery, includ-	
ing sweetened gums, candied peels, condensed milk	
when sweetened, and condensed coffee with milk when sweetened	rlc. & 25 p.c. a.v.
when sweetenedper lb. Syrups, n.e.s., cane-juice, refined syrup, sugar-house syrup,	14cm cc 35 fact m
syrup of sugar, molasses, sorghum, corn, glucose, and all	
bleached, clarified, filtered, or refined molassesper lb. Tallow	
Tea from United States	1C. 10 p.c., a.v
Telephones and telegraph instruments, electric light cables,	10 p.u.,
electric and galvanised batteries, motors and apparatus	
for electric lights, including incandescent light globes and insulators of all kinds	25 p.c., a.v.
Thread, cotton sewing, on spools	25 p.c., a.v.
Thread, cotton sewing, on spools	128 p.c., a.v
Tinware and manufactures of tin, n.e.s	25 p.c., a.v.
galvanised iron, and galvanised iron, and galvanised iron, and south control iron, and galvanised iron, and galvan	35 p.c., a.v.
Tobacco, manufactured, n.e.s., and snuffper lb.	30c. & 12 p.c., a.v.
Pipes of all kinds, mounts, cigar and cigarette holders,	40c. & 124 p.c., a.v.
and cases for same	35 p.c., 2.v.
I omatoes, iresh	30c. & 10 p.c., a.v.
Towels of every description	25 p.c., a.v.
Trunks, valises, hat boxes, and carpet bags Twine, cotton	30 p.c., a.v. 1c. & 25 p c., a.v.
Twine, cotton	
illa and sisal mixed	25 p.c., a.v.
N.E.S. Type for printing	30 p c., a.v. 20 p.c., a.v.
Umbrellas, parasols, and sunshades of all kinds	35 p.c , a v.
Sticks or handles, n.e.s.	20 p.c , a.v.
Umbrellas, parasols, and sunshades of all kinds Sticks or handles, n.e.s. Varnishes, lacquers, japans, japan driers, liquid driers, collodion and oil finish, n.e.s. vegetables, when fresh, dry, or salted, n.e.s., including sweet potatoes and vams	20c. & 25 p.c., a.v.
sweet potatoes and yams Velveteens, and cotton velvets and plush	-J Prot,
Velveteens, and cotton velvets and plush	20 p.c., a.v. sc.
Vines, grape, costing roc. and lesseach Wadding, cotton, batting, batts and warps, knitting yarn,	3 C.
bosiery, and other cotton yarns, under No. 40, not	_
bleached, dyed or colouredper lb.	2C. & 15 p.C., a.v. 3C. & 15 p.C., a.v.
Bleached, dyed or coloured	

Ware, plated, all other, electro-plated or gilt, of all kinds,	
whether plated wholly or in part	30 p.c., a.v.
Warp, cotton, No. 60, and finer	15 p.c., a.v.
,, ,, on beamsper yard	IC. & 15 p.c., a.v
Watches	25 p.c., a.v.
Actions or movements	10 p.c., a.v.
Cases	35 p.c., a.v.
Cases	
per lb.	зс.
Webbing, elastic	25 p.c., a.v.
" non-elastic	80 p.c., a.v.
Wheatper bushel	15C.
Flour,	75C.
Whips of all kinds, except tovper doz.	50c. & 30 p.c., a.v.
Winceys of all kinds, n.o.p.	224 p.c., a.v.
Checked, striped, or fancy cotton, over 25in. wide	
per sq. yard	2C. & 15 p.c., 2.v.
Wire, of brass or copper	15 p.c., a.v.
Barbedper lb.	I C
N.E.S	25 p.c., a.v.
Wood, veneers of, not over 1-16th in. in thickness	10 p.c., a.v.
Wool, class 1-viz., Leicester, Cotswold, Lincolnshire,	
South Down combing wools, lustre, and others, such as are grown in Canada	
are grown in Canadaper lb.	3c.
Yeast cakes and baking powders, in packages weighing 1 lb.	
or over; and compressed yeast, weighing not over 50 lbs.	_
per lb.	6c.
In packages not less than 50 lbs,	₫ C.
,, less than z lb,	8 c.
Weight of package to be included in weight for duty.	
Zinc, chloride, salts and sulphate of	5 p.c., a.v.
Manufactures of, n.e s	25 p.c., a.v.
Seamless drawn tubing	10 p.c., a.v.
All goods not enumerated herein shall be charged, when	
imported into Canada, or taken out of warehouse for	
consumption therein	20 p.c., a.v.

FREE LIST.

Acid, boracic, oxalic, and tannic. Aconic. Agaric. Albumen, blood. Alkanet root, crude, crushed, or ground. Aloes, ground or unground. Alum, in bulk only, ground or unground. Alumnium, or aluminium and alumina and chloride of aluminium or chloralum, sulphate of alumina and alum cake. Amaranth, planks and boards of. Ambergis. Ammonia, sulphate of. Annatoseed. Anatomical preparations and skeletons, or parts thereof. Anchors. Angles for ships. Aniline salts and arseniate of. Aniline and coal tar dyes, in bulk or packages, not less than 1 lb., including alizarine and artificial alizarine. Aniline oil, crude. Animab brought into Canada temporarily, for a period not exceeding three months, for the purpose of exhibition or competition offered by any agricultural or other association. Annato, liquid or solid. Antimony, not ground, pulverised, or otherwise manufactured. Apparel, wearing and personal and cultural or other association. Annato, liquid or solid. Antimony, not ground, pulverised, or otherwise manufactured. Apparel, wearing and personal and household effects, not merchandise, of British subjects dying abroad, but domiciled in Canada. Argal or argols, not refined. Articles for use of Governor-General, and Army and Navy:—Arms, military or naval clothing, musical instruments for bands, military stores and munitions of war, for use of Consuls-General who are natives or citizens of the country they represent, and not engaged in any other business or profession. Arsenic. Articles for Government Departments. Ashes, pot and pearl, in packages not less than 25 lbs. Asphalt asphaltum and bone pitch, crude only.

Baggage, travellers', under regulations prescribed by Minister of Customs. Bamboo reeds, cut into suitable lengths for walking sticks or canes, or for umbrellas, parasols, or sunshades, unmanufactured. Barila. Bark, cinchona, hemlock, oak, and tanners'. Barrels of Canadian manufacture exported, filled with domestic petroleum and returned empty. Beams, iron or steel, for ships.

hemlock, oak, and tanners'. Barrels of Canadian manufacture exported, filled with domestic petrolecum and returned empty. Beams, iron or steel, for ships. Beans, viz., Tonquin, vanilla, and nux vomica, crude only; cocoa, shells, and nibs, not roasted, crushed or ground; locust and locust meal for manufacture of horse and cattle food. Bees. Bells for churches. Berries for dyeing. Bismuth, metallic, in its natural state. Blanketing and lapping, and discs, or mills for engraving copper rollers, when imported by cotton calico printers, and wall paper manufacturers. Bolting cloth, not made up. Bones, crude, not manufactured, burned, calcined, ground, or steamed. Bone dust and ash for manufacture of phosphate and fertilisers. Books, embossed, for the blind. Books printed in vay of the languages or dialects of any of the Indian tribes of the Dominion of

Canada. Books for libraries, not more than two copies of any one book: and books, bound or unbound, which have been printed more than twenty years. Books printed by any Government or scientific association for the promotion of learning and letters, issued not for the purpose of sale or trade. Books, educational, exclusively for the use of schools for the deaf, dumb, and blind. Borax, ground or unground, in bulk, not less than 25 lbs. only. Botanical specimens. Bowls, steel, for cream separators. Brass, old scrap, in sheets or plates, not less than 4 in. in width. Brass cups, being rough blanks, for manufacture of paper shells or cartridges, when imported by manufacturers of same for use in their own factories. Brass and copper wire, twisted, when imported by manufacturers of boots and shoes for use in their own factories. Brim moulds for gold-beaters. Brimstone, crude, or in roll or flour. Bristles. Bromine. Broom corn. Buckram for manufacture of hat and bounet shopes. Bullion, gold and silver, in bars, locks, or ingots, and bullion fringe. Burgundy pitch. Bur stones, in blocks, rough or unmanufactured, not prepared for binding into mill stones. Cabinets of coins, collections of medals and of all other antiquities. Calumba. Camwood and sumac and extract for dying or tanning purposes, not further manufactured, crushed or ground. Canvas, not less than 45 in, in width, not pressed or calendered, for manufacture of floor cilcloth. Canvas, jute, not less than 38 in. wide, when imported by manufacturers for use in their factories. Caoutchouc, unmanufactured. Carriages for travellers and carriages laden with merchandise, and not to include circus troups nor hawkers, under regulations prescribed by the Minister of Customs. Cars, locomotive and railway passenger, baggage and freight, being the property of railway companies in the United States, under regulations prescribed by the Minister of Customs. Casts as models for use of schools of design. Categut or whip-gut, unmanufactured; strings or gut cord for musical instru tion

Diamond drills for prospecting for minerals, not to include motive power. Diamonds, unset, dust or bort and black for borders. Dragon's blood. Duck for belting and hose when imported for use in factories. Dyeing or tanning

for belling and hose when imported for use in factories. Dyeing or tanning articles, in a crude state, used in dyeing or tanning, n.e.s.

Eggs. Emery in blocks. Emetic, tartar. Entomological specimens. Ergot. Esparto, or Spanish grass. Extracts of logwood, fustic, oak and oak bark.

Fancy grasses, dried but not otherwise coloured or manufactured. Felloes of bickory wood, rough sawn to shape only, or rough sawn bent to shape, not planed, smoothed or otherwise manufactured. Felt, adhesive, for sheathing purposes. Fibre, Mexican, and tampico or istle. Fibres, vegetable, natural, not produced by any mechanical process. Fibre, vegetable, for manufacturing purposes. Fibrilla. Fillets of cotton and rubber, not exceeding 7 in, wide, for manufacture of card clothing. Fire bricks for use in processes of manufactures. Fire clay. Fish skins and offal for use in glue factories. Fish hooks, nets and sieves, and lines and twines, but not sporting fishing tackle or hooks with fies or trawling spoons, or twines commonly used for sewing or manufacturing purposes. Flint, and ground flint stones. Florist stock, viz.:—Palms, orchids, zacleas, cacti, and flower bulbs of all kinds. Foliz digitalis. Foot grease, being refuse of cotton seed after oil has been pressed out, but not when treated with alkalies. Fossils. Fowls, pure bred, for improvement of stock, and pheasants and quails. Fruits, viz.:—Bananas, plantains, pine-apples, pomegranates, gravas, mangoes and shaddocks; and wild blueberries and strawberries. Fuller's earth. Furs, hatters', not on the skin. Fur skins of all kinds, undressed.

Gannister. Gentian and ginseng root. Goldbeaters' moulds and skins. Grafting stock—vir., plum, pear, peach, and other fruit trees. Grass, manilla. Gravels. Grease, rough, refuse of animal fat, for manufacture of soap only. Guano and other vegetable manures. Gums—vir., amber, Arabic, Australian, copal, dammar, kaurie, mastic, sandarac, Senegal, shellac; and white shellac in gum or fake; and gum tragacanth, gedda, and barbery. Gut and worm gut, manufactured or not, for whip and other cord. Gutta-percha, crude. Gypsum, crude (sulbate of lime).

manufactured or not, for whip and other cord. Gutta-percha, crude. Gypsum, crude (sulphate of lime).

Hair, cleaned or not, but not curled or otherwise manufactured. Hatters' bands, bindings, tips and sides, and linings for use in factories. Hatters' plush, of silk or cotton. Hemp, India (crude drug). Hemp, undressed. Hides, raw, whether dry, salted, or pickled. Hoop iron, not exceeding # in. in width, No. 25 gauge or thinner, used for manufacture of tubular rivets. Hoofs, horns,

No. 25 gauge or thinner, used for manufacture of tubular rivets. Hoofs, horns, and horn tips. Horn strips for corset making. Hyoscyamus, or henbane leaf. Ice. Illustrations of insects, pictorial, for use of colleges and schools, &c. Indigo, auxiliary or zinc dust, paste and extract of. Indian corn, known as "Southern White Dent Corn," or horse-tooth ensilage corn, and "Western Yellow Dent," when imported to be sown for soiling and ensilage. Indiarubber, unmanufactured. Iodine, crude. Iris, orris root. Iron liquor, a crude acetate of iron for dyeing and calico printing. Iron, sulphate of (copperas). Ivory and ivory nuts, unmanufactured; vaccine, points of; and veneer of, sawn only. Jalap root. Junk, old. Jute. Jute butts. Jute cloth, as taken from loom, not pressed, mangled, calendered, or finished, not less than 40 ins. wide, for use in factories. Jute yarn, plain, dyed or coloured, for use in factories. Kainite, or German patash salts, for fertilizers. Kelp. Kryolite, or cryolite, mineral.

mineral.

Lac.—Dye, crude, seed, button, stick and shell. Lastings. Mohair cloth, for covering buttons exclusively. Lava, unmanufactured. Leaves, belladona and buchu. Leeches. Lemon rinds, in brine. Litmus and all lichens, prepared or not. Lime, chloride of. Liquorice root, not ground. Litharge. Logs and round unmanufactured timber, n.e.p. for. Logs, measuring inside bark 11 ins. or less in dia. at butt end, for piling purposes. Lumber and timber planks and boards of occo-boral, boxwood, cherry, chestnut, walnut, sandalwood, gunwood, mahogany, sycamore, pitch-pine, Spanish cedar, rosewood, oak, hickory, whitewood, African teak, black heart ebony, lignum vitzs, red cedar, redwood, satin wood, and white ash, being not other than rough sawn or split; hickory billets for manufacture of axe, hatchet, hammer handles: wood of persimmon and dogwood trees for manufacture of shuttles; hickory lumber sawn to shape for spokes of wheels; hickory spokes rough turned, not tenoned, mitred, throated, faced,

for maruscrure of axe, natchet, nammer handes; wood or persimmon and dogwood trees for manufacture of shuttles; hickory lumber sawn to shape for spokes of wheels; hickory spokes rough turned, not tenoned, mitred, throated, faced, sized, cut to length, round tenoned or polished.

Machinery, mining, imported within three years after passing of this Act. Madder and munjeet, or Indian, ground or prepared, and all extracts of. Manganese, oxide of. Manufactured articles of iron or steel, not being of a class manufactured in Canada, when imported for ship construction. Manuscripts. Masts, iron, for ships, or parts of. Meerschaum, crude or raw. Menageries, borses, cattle, carriages, and harness of, under regulations made by Treasury Board. Metal, Britannia, in pigs and bars. Metal, tagging, plain; ispanned, or coated, in colls, not over 1½ ins. in width, for use in factories. Metal, yellow, in bolts, bars, and for sheathing. Metal, ores of, of all kinds. Mineralogical specimens. Models of inventions and of other improvements in the arts. Molasses, second process, derived from manufacture of "molasses sugar," for manufacture of blacking, exclusively. Moss, Iceland, and seaweed, crude, or in their natural state, or cleaned only. Musk, in pods or grains.

Newspapers, and quarterly, monthly, and semi-monthly magazines, and weekly literary papers, unbound, Nickel. Noils, being the short wool which falls from the comb in worsted factories. Nut galls.

Oakum. Oils, viz., coccanut and palm, in their natural state. Ottar, or attar of roses, and oil of. Oil cake, and meal, cotton-seed cake, seed, and palmnut cake and meal. Orange rinds, in brine. Osiers. Oysters, seed and breeding, imported for Canadian waters.

cake and meal. Orange rinds, in brine. Osiers. Oysters, seed and breeding, imported for Canadian waters.

Paintings in oil or water colours, the production of Canadian artists, under regulations to be made by Minister of Customs, also by artists of well-known merit. Palm leaf, unmanufactured. Paper, hemp, for manufacture of shot shells; primers for manufacture of shot shells and cartridges, and felt board for gun wads (provided that said articles when imported must be entered at the port of Montreal, and at no other ports). Pearl, mother of, unmanufactured. Pelts, raw. Persis, or extract of archill and cudbear. Philosophical instruments and apparatus, i.e., not manufactured in the Dominion, when imported for use in universities, collere schools. &c. Phosphorus. Pitch (pine) in packages of not less than 15 college schools, &c. Phosphorus. Pitch (pine) in packages of not less than 15 galls, each. Plaits, straw, Tuscan and grass. Platinum wire; and retorts, pans, condensers, tubing, and pipe, for use in works of manufacturers of sulphuric acid.
Potash, German mineral; and muriate and bichromate of, crude. Potash, calorate

of in crystals for manufacturing purposes only. Precious stones in the rough. Precipitate of copper, crude. Pumice, and pumice stone, ground for unground. Quicksilver. Quills, unplumed. Quinine, sulphate of, in powder. Rags of cotton, linen, jute, hemp and woollen, paper waste or clippings, and all waste, except mineral. Rails, steel, not less than 25lbs. per lin. yd. Rattans and reeds, unmanufactureed. Red liquor, a crude acetate of aluminium prepared from pyroligneous acid, for dying and calico printing. Reeds, square, and rawhide centres, textile leather or rubber heads, thumbs and tips, and steel, iron or nickel caps for whip ends for use in manufacture of whips. Rennet, raw or unprepared. Resin or rosin in packages of not less than 100 lbs. Ribs of brass, ron or steel, runners, rings, caps, notches, ferrules, mounts and sticks or canes in the rough, not further manufactured, cut into lengths for umbrella, parasol or sunshade sticks, for use in factories only. Rods, brass, copper, iron or steel rolled round wire, under fin. diameter for use in factories. Rods of steel, under fin. diameter for use in factories. Rods of steel, under fin. diameter for use in factories. Sods of steel, under fin. square. Roots, medicinal, viz, calumba, ipecacuanha, arsaparilla, squills, taraxacum, rhubarb and valerian. Rubber, crude, and hard, in sheets, but not further manufactured. Rubber, recovered and substitute. Saffron and safflower, and extract of. Saffron cake. Sal ammoniace Salt, imported from United Kingdom or any British possession. Salts, antimony. Sand. Sausage skins or casings, not cleaned. Sea-grass. Sea-weed, u.e.s. Seeds, aromatic, crude, viz, anise, anise-star, caraway, cardamom, coriander, cumin, fennel and fenngreek. Seeds, viz., beet, carrot, turnip, mangold and mustard. Senna, in leaves. Settlers' effects, viz., wearing apparel, household furniture, professional books, implements and tools of trade, occupation or employment, had in actual use six months before removal to Canada, musical instruments, domesti

files. Seed for saws and straw cutters. Steet valued at the person of the manufacture of skates. Scrap iron and steel, old and fit only for remanufacture. Sulphur, in roll or flour.

Tails, undrested. Tar (pine), in packages not less than 15 gallons each. Teatexcept as hereinbefore provided. Tartar, emetic and grey. Teasels. Terraiaponica, gambier, or cutch. Thread, elastic rubber, for manufacture of elastic webbing. Tin, in blocks, pigs, bars, and sheets, and plates and tinfoil. Tires for locomotive car wheels, in the rough. Tobacco, unmanufactured, for excise purposes. Trees-nails. Trees, forest when imported in Manitoba or N.W. Territories, for planting. Tubes, rolled iron, not welded, under 1½ in. diameter, angle iron, 9 and 10 gange, not over 1½ in. wide; iron tubing, lacquered or brass covered, not over 1½ in. diameter, all for manufacture of bedsteads only. Tula, calcareous, for manufacture of indurated fibreware or sulphate fibre only. Turmeric. Turpentine, raw. Turtles. Typewriters, tablets with movable figures, geographical maps, and musical instruments for the blind.

Ultramarine blue, dry or in pulp.

Varnish, black and bright, for ships' use. Verdigris, or sub-acetate of copper, dry. Waters, mineral, natural, not in bottle.

Whale-bone, unmanufactured. Wheat or grain grown in Canada and taken to the United States to be ground into flour and returned. Whiting or whitening, gilders' and Paris. Wire of iron or steel, No. 13 and 14 gauge, flattened and certugated, used in manufacture of boots, shoes, and leather belling. Wire, cracible cast-steel, for manufacture of where rope, pianos, card clothing and needles. Wood for fuel. White shellac. Wood and hair of alpaca goat, and like animals, n.e.s.

like animals, n.e.s.

Yarn, for manufacture of braids exclusively. Yarns of wool or worsted, when genapped, dyed, and finished.

Zinc, in blocks, pigs, and sheets.

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TARIFF OF GOLD COAST COLONY.

Note.—p.c., a.v. = per centum, ad valorem.

DUTIABLE ARTICLES.

DUTIABLE ARTICLES.	
All goods not otherwise provided for	10 p.c., a.v.
Ale and porterper gall.	IS.
Beads	10 p.c., a.v.
Boats and canoes	10 p.c., a.v.
Brandy per gall.	2s. 6d.
Brassware	10 p.c., a.v.
Bread and biscuits	10 p.c., a.v.
Building materials	10 p.c., a.v.
Cartridges, filled per 100	58.
,, unfilled ,,	15.
Cigars and cigarettesper lb.	15.
Cider per gall.	IS.
Cordage	10 p.c., a.v.
Cotton goods	10 p.c., a.v.
Earthenware	10 p.c., a.v.
Flour	10 p.c , a.v.
Furniture	10 p.c., a.v.
Gin (all kinds)per gall,	28. 6d.
Gunpowderper lb.	6d.
Guns, pistols, &c each	25.
Hardware	10 p.c., a.v.
Kerosine, and illuminating oils.	• •
Leadper lb.	10 p.c., a.v. id.
Liqueursper its	30. 28. 6d.
Lumber	
Machinery, other than for mining and agriculture	10 p.c., a.v.
	10 p.c., a.v.
Percussion caps per 100	IS.
Perfumery	10 p.c., a.v.
Provisions	10 p.c., a.v.
Rice	10 p.c., a.v.
Rumper gall.	28. 6d.
Silk goods	10 p.c., a.v.
Soap	10 p.c., a.v.
Spirits, all kindsper gall.	25. 6d.
Sugar	10 p.c., a.v.
Tobacco, manufacturedper lb.	ıs.
,, unmanufactured,	4d.
Wearing apparel	10 p.c., a.v. 2s. 6d.
Woollen goods	
Winesper gall.	10 p.c., a.v.
winesper gail.	ıs.
Exceptions.	
Duty levied on articles imported into any part of Gold Corprotected territories lying east of the River Volta:—	ast Colony or of the
Brandy, rum, liquors, spirits, strong water, not sweetened or mixed with any article so that the degree of strength cannot be ascertained by Sykes's hydrometer, when the	
degree of strength does not exceed proofper gall.	4d.
Gia,	6d.
For every degree overproof	ĕd.
Tobaccoper lb.	ı∤d.
Gunpowder per 100 lbs.	5s.
Guns	2 5.
Commercial Commercial	O

FREE LIST.

Acids. Agricultural and gardening implements. All goods imported by the Governor for his private use. All goods imported with the sanction of the Governor for the service of any public department of the colony. Anchors and chains.

Bags and sacks. Bedding. Beef and pork. Bellows. Bells. Bitters, not being sweetened or mixed with spirits. Blacking. Blue indigo. Books, newspapers, and printed matter. Brooms. Buttons.

Calabashes, Candles, Canoes, Carriages and carts. Cash-boxes, Cattle, Chains, Chairs, Chair, Charcoal, Chemicals, Clocks and watches, Clothing, passengers' personal, Coals, Coffins, Coins, British, and other legally current in the colony. Combs and brushes. Confectionery. Coopers' stores, including casks, puncheous, shooks, hoops, and rivets or hooks required for making them up. Demijohns (empty). Drugs and medicines.

Educational appliances imported with the sanction of the Governor. Embroidery.

Filters. Flags. Flints,

Glassware. Goats and sheep.

Hand-bags and dressing-cases. Harness. Horses, mules, and asses.

India rubber. Instruments, mathematical; do., musical; do., scientific; do., surgical. Ironware in pots, pans, and other cooking utensils.

Jewellery.

Lamps.

Machinery for mining and other agricultural purposes. Masts. Matches. Mats. Meat, fresh. Millinery. Mineral waters. Mirrors. Molasses.

Needlework.

Oakum. Oars. Oils, excepting kerosine and other illuminating eils.

Paints. Photographic apparatus and materials. Pictures. Pipes. Pitch and tar. Plants. Poultry. Purses.

Safes. Salts. Scales. Seeds. Sheabutter. Show cards. Spirits, methylated, unfit for drinking and not to be used for strengthening other spirituous liquors. Stationery. Steam launches. Stones, grind; do., tomb. Straw manufactures,

Tallow. Tarpau'ins. Tools. Toys. Trays Trunks.

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Umbrellas.

Velocipedes.

Wood manufactures, where not to be used as building materials or furniture.

TARIFF OF VICTORIA.

Note.—n.o.p. = not otherwise provided for ; p.c., a.v. = per centum, ad valorem.

ac valorem.	
Acetic, containing not more than 30 p.c. acidity, pint or lb.	3d.
for every to n c or part of shows so n c	ıd.
Muriatic, nitric, sulphuric	58.
Advertising matter—See Paper; Stationery.	J =-
Aërated or mineral waters-See Waters.	
Muriatic, nitric, sulphuric	
Ale, porter, spruce, and other beer, cider, perry, per gall.	
or six reputed quart bott, or 12 reputed pt. bott	gđ.
Lager beer-See Beer.	_
Almonds pint or ib.	æd.
Animals, live, viz.:—	
Bulls, cows, calves over six months old, heifers, oxen,	
steers (except working bullocks in teams) each	58.
Colts, fillies, geldings, horses, mares not in saddle	
or harness,	58.
Sheep, whether rams, ewes, wethers, or lambs,	6d.
Pigs Apparel, wholly or partially made up from material con-	25.
taining wool, the duty on which is 30 p.c., a.v. on impor-	
* - *	25 0 5 2 2
Apparel, slops, under-clothing, and articles of attire, n.o.p.,	35 p.c., a.v.
wholly or partially made up (except diving dresses, and	
boots, gloves, and helmets for such dresses)	25 p.C., a.v.
boots, gloves, and helmets for such dresses) Appliances or instruments, surgical, enumerated in order of	-3 \$100, 0,11
the Commissioner, and published in the Government	
Gazette	Free.
Arrowrootpint or lb.	ad.
Arts, works of	Free.
Articles, minor, used in manufactures, enumerated in order of the Commissioner and published in the Government	
of the Commissioner and published in the Government	
Gazette	Free.
Asphyxiators for rabbit killing	Free.
Axles:—	
Common dray, with linchpins	25 p.c., a v.
Common nut, and others not enumerated—	
Up to 11 in. diameter inclusive	35. 48. 6d.
Above 1 in. diameter inclusive, Mail, patent, up to 1 in. diameter inclusive,	45. 6d.
,, ,, above 1 in	75. OC.
Other patent axles, with brass caps	108.
Bacon	2d.
Baggage, passengers', cabin furniture and personal luggage	Free.
Bags and sacks (except gunnies and sugar mats), capacity	
of less than three bushelsdoz.	6d.
Bags, fancy hand reticules, or travelling, and fittings	25 p.c., a.v.
", woolpacksdoz.	3 5.
Beer-See Ale.	
,, lagerdoz. quarts	35.
Ricuits , pints	18. 6d. 2d.
Biscuits	zu.
and paste	25 p.c , a.v.
Bluelb.	25 p.c ; a.v.
Boots and shoes-English sizes of 1888 to be the standard	
(except children's o to 3, and slippers of straw only) viz. :	
Men's, No. 6 and upwardsdoz. pairs	L2 58.
Youths' Nos. 2-5	£1 10s.
Boys' Nos. 7—1	. £1 38.6d.
Women's, Nos. 3 and upwards,	£1 8s. 6d.
Girls', No. 11—2,	L1 28.
Nos. 7—10	158. 6d.
Children's, Nos. 4-6, and slippers,	6s.
with uppers or fasting or other material, not	
leather, with or without leather toe-caps but not goloshed or vamped with leather	194.
not golosited of vamped with leather	r.l

Slippers, Nos. 7-2doz. pairs	95.
not otherwise mentioned	125.
of straw only	Free.
Shoes, spikeddoz. pairs Goloshes or overshoes	125.
Boots and shoes of india-rubber	125
Boot and shoe uppers, viz. :-	100
	£1.45
women's and children's	188.
, Wellington fronts and grafts as	68.
Cashmere, lasting, or stuff	38.
Boxes, cardboard or paper, including paper or cardboard (with or without printing), cut into shapes for wrapping	
or boxing	25 p.c., a.v.
or boxing Boxes or cases, viz. :—dressing, glove, handkerchief, jewel, scent, work, and fittings Boxes, cardboard, containing non-dutiable goods, ordinarily imported therein.	of the late of the
scent, work, and fittings	25 p.c., a.v.
Boxes, cardboard, containing non-dutiable goods, ordinarily	View.
Bottles, glass or stone, containing a reputed quart or any less	Free.
quantity of spirits (not perfumed), wine, ale, porter, or other	
beer, and bottles containing aërated or mineral waters, doz.	6d.
Bottles containing pickles	3d.
syphon for aerated waters	Free.
Bricks, fire	61
Brownware and tiles	35 p.c., a.v.
Brushware (except artists' brushes)	25 p.c., a.v.
Butterlb.	ad.
Butterine and oleomargarine	18.
Candle nuts	Free.
Caps. (See Hats.)	ad.
Conde playing	35.
Carting and descenting	25. 6d.
Carpeting and druggeting	20 p.c., a.V.
being printed felt	Free,
Carriages,* carts, and conveyances, including second-hand,	
viz. :- Boston chaises, dog-carts, gigs, tilburys, and other two-	VIII THE
wheeled vehicles on springs or thorough braces, each	610
Buggies, four-wheeled (Without tops,)	74.
Waggons, for carrying goods mounted on	The second second
Waggons, for carrying goods Waggons, single or double springs or w	615
Waggons, express braces	
Hansom safety cabs	600
Single and double-seated waggons)	36-0
Single and double-seated waggons Waggonettes	Lan
Four-wheeled buggies	
Omnibuses and coaches for carrying mails or passen-	100
Blassarther	240
Broughams	
Drags	650
Landaus	-
Mail phaetons All carts and waggons without springs and spring	
All carts and waggons without springs and spring	
Carts and spring drays with two wheels	25 p.C., a.v.
Bicycles, tricycles, and similar vehicles, perambula-	-2 Beech miss
tors, children's carriages whether wholly or partially	
made up, or part of same	25 p.C., a.V.
Parts of carriages!— Sets of wheels (unbored and untried)set	-
Poles	1,2
Poleseach Shafts and barsset	15
Under gear (including axles and arms)set Buggy tops (if composed principally of leather)each	60
Busy tone (if composed principally of leather) each	Ls
buggy tops (it composed principally of feather) care	20

^{*} Any separate parts of carriages not specially enumerated as dutiable or free are chargeable with such duty as the Commissioner may determine under section 5 of the Duties of Customs Act, 1883.

TARIFF OF VICTORIA.

Buggy tops (if of any other material)each	£3
Carriage bodies in the white	£3 £5
Carriages and other vehicles used in the conveyance of	
passengers or goods across the frontier which have	
been registered with the officers of Customs nearest	
the place where such carriage or other vehicle may ply or pass, and in such manner as the Commissioner	
pry or pass, and in such manner as the Commissioner	Free.
may by any order from time to time approve	
Casks or shooks, new or second-hand Charcoal and coal (ground).	25 p.c., a.v.
Charcoal, animal (ground)	20 p.c., a.v. Free.
Choese	ad.
Charcoal, animal (ground) Choese Ib. Chinaware and porcelain (except photographic, scientific, and telegraphic materials) Clocks, and all parts thereof whether wholly or partly made up	
and telegraphic materials)	15 p.c., a.v.
Clocks, and all parts thereof whether wholly or partly	
made up	20 p.c., a.v.
Clogs and pattens	20 p.c., a.v.
Clogs and pattens Clothing, horse. (See Rugs.) Cloths, oil and other floor-	
Coffee, cocoa, chicory, chocolate	20 p.c., a.v. 3d.
Coffee, raw)	
Cocoa ,,	Free.
Combs. toilet	10 p.c., a.v.
Confectionery, comfits, succades, sweetmeatspint or lb.	2d.
Cordage (except unserviceable, when cut into lengths of	
Confectionery, comfits, succades, sweetmeats pint or lb. Cordage (except unserviceable, when cut into lengths of not over 3 feet, metal cordage, coir yarn, reaper and	
Dinger twine), viz. :—	
Coir rope	58.
other cordage, including engine packing (not being	125.
Respect and binder twine. (See Twine.)	123,
Corles cut	4d.
Druggeting. (See Carpeting.)	4
Corks, cut	
Ammonia, carbonate ofpint or lb.	æd.
Chlorodyne	æd.
Chlorodyne	25 p.c., a.v.
Coculus indicusib,	IS.
Glycerine, pure,	3d. 1d.
,, crude, Morphiaoz.	18. 6d.
Nitrate of silver	6d,
Nux vomica	ad.
Struchnineoz.	IS.
Earthenware, including packing (except photographic,	
Earthenware, including packing (except photographic, scientific, and telegraphic materials) measuring outside	
the package as imported	8d.
Engines, portable, fixed on a locomotive boiler horizontally,	
and fitted up with wheels and shafts, suitable for trans-	
port on an ordinary road	75 p.c., a.v. Free.
Eggsgross	25.
Explosives (except fine meal powder, not sporting, in bulk	
and in packages of not less than 25 lbs. each), viz.:—	_
Powder, sportinglb.	3d.
,, blasting, Gelatine and gelatine dynamite,	ıd.
Other emberiese	rd. ød.
Other explosives Fancy goods, except artificial flowers	
Feathers for ornamental purposes	10 p.c., a.v. 25 p.c., a.v.
Fillets, line, for bookbinders	10 p.c., a.v.
Fireworks	20 p.c., a.v.
Fireworks. Fish. (See Meats and Fish; also Provisions.)	
Fittings, ships'	Free.
Frilling, ruffling, plaitings, ruchings	25 p.c., a.v
Frilling, ruffling, plaitings, ruchings Fruits and vegetables, dried or preservedlb.	2d.
,, preserved (not dried), packed in bottles, jars, or	
other vessels, as under :—	6s.
Quarts and over a pintdoz. Pints and over half-pints,,	25.
Half-pints and smaller sizes	37.
CLEAT-DAILY BYEL SHELLEY SIZES	19.60.

Fruits, boiled or partly boiled or pulp	3d. od. 18. 6d.
Bananas Guavas Mangoes Olives Pineauroles	Frée.
Pineapples Fur, hatters (except mungo) ,, skins, dressed or prepared for making upper lb. Furniture (including second hand) ,, second-hand, accompanying and in passanger's	25 p.c., a.v. 2d. 35 p.c., a.v.
Furniture (including second hand) ,, second hand, accompanying and in passanger's own use, up to £50 in value, and not imported for sale Furniture, cabin. (See Baggage) Fuze, per coil of 24 feet or less, and in proportion for any	Free.
greater quantity Gelatine	1 j d. 6 d ,
oottles for aerated waters), viz:— Cut, engraved, etched, frosted, ground, sand-blast, and not otherwise enumerated (measuring outside the package as imported)	18, 6d.
Bottles for medicines (measuring outside the package	6d.
as imported)	6d. 6d.
Bent, over 6 inches square Bevelled, over 6 inches square Heraldic Silvered Corners, cut, bevelled, or engraved	20 p.c., a.v.
Globes, school, mounted	Free. 20 p.c., a.v. Free.
Gloves , other than kid or leather Glue, liquid, and liquid gum and cementsper lb. Goods imported for the use of H.M.'s Government	20 p c., a.v.
Grain, viz.:—	Free. 35.
Oats and barley	25, 11d. 75, 6d.
Barley, pearl and Scotch ,,, Oatmeal ,,, Maizena, maize flour, or corn flour . reputed pt. or lb.	98. 2d.
Malt	45. 6d. 58.
Grease, anti-friction Hair, articles of artificial human hair, manufactured, viz.:— Head-dresses, hair plaits, hair plait stems, side pads,	L 3
chignons	25 p.c., a.v. 2d. 2d.
Handkerchiefs (except of cotton or linen only) made up or in piece. Hats, caps, and bonnets (except of braid, chip, straw, tape, willow, untrimmed, and all such being both untrimmed and unlined, paper or glazed calico not being considered lining), viz.:—	10 p c., a.v.
Hats and caps, cloth, sewn or not, upon any foundation or frame	\$1. 0 0 £1 10 0
,, dress, ,, caps, and bonnets, all other Honey	£3 0 0 25 p.c., a.v. 2d,

Hoods, felt pull-over hoods and felt for the manufacture of	
hatsper doz.	55.
Hopsper lb.	8d.
Hops	
for surgical purposes or otherwise specified)	25 p.c., a.v.
NoteHosiery means stockings, socks, and other	
machine or hand-knit covering for the feet or legs, and	
no other articles (sec. 7, Act 769).	
Inclored a misulation including shoft sustant alconomy	
corn screens corn crushers cultivators drills (seed)	
harrows, hav presses, hav rakes, horse rakes, horse hoes,	
maize shellers, mowers, ploughs, reapers, rollers (field).	
root cutters, seed sowers, smutters, strippers, stump	
corn screens, corn crushers, cultivators, drills (seed), harrows, hay presses, hay rakes, horse rakes, horse hoes, maize shellers, mowers, ploughs, reapers, rollers (field), root cutters, seed sowers, smutters, strippers, stump extractors, threshers, wheat cleaners, winhowers.	20 p.c., a.v.
Implements, agricultural, known as reapers and binders	Free.
Ink, burnishing. See Blacking.	
printing (coloured)per lb.	6d.
Inks, writing, liquid, or powder	10 p.c., a.v.
Instruments, musical (except action work in separate pieces,	
Inks, writing, liquid, or powder Instruments, musical (except action work in separate pieces, including rails and keys), including second-hand:—	
Pipe organs and all parts thereof, including planolotte	
action, made upPianos, uprighteach	25 p.c., a.v.
Pianos, uprighteach	ه ه کیر
,, square, grand, or semi-grand,	£15 0 0
Harmoniums and cabinet organs, not otherwise	<i>(</i>
enumeratedeach Jams and Jelliesper pint or lb.	ەرى دىگ
Jewellery (except cameos and precious stones unset),	3d.
viz. :	
Rings of gold, finished or unfinished, but without	
cameos or precious stones set therein per dwt: troy	45.
All other, including imitation, also cases and pencil cases	20 p.c., a.v.
Jute piece goods: Not exceeding 3 ft. in width	• • • •
Not exceeding 3 ft. in widthper yard	l d.
Exceeding 3 ft. in width,	_ {d.
Jute piece goods. Lamps, lampware, and lanterns (except electroliers and	Free.
Lamps, lampware, and lanterns (except electroliers and	
gasaners, otherwise dutiable as manufactures of metals)	25 p.c., a.v.
Lead, sheet, and piping	25. 6d.
howkin sheep or kenomes when not exceeding seven	
hogskin, sheep, or kangaroo, when not exceeding seven pounds each skin; and English bend, sometimes called	
butt)	
	6d.
Do., viz.: - Kid. calf kid. mock kid. and patent calf	6d. Free
butt)	6d. Ftee
Do., being furniture and bookbinding Morocco, roan, and paste grain skiverper lb.	
Do., being furniture and bookbinding Morocco, roan, and paste grain skiverper lb.	Ftee
Do., being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee
Do., being furniture and bookbinding Morocco, roan, and paste grain skiver	Fice
Do., being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 18. 25 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 18. 25 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Fice 18. 25 p.c., a.v. 18. 20 p.c., a.v.
Do., being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v.
Do., being furniture and bookbinding Morocco, roan, and paste grain skiver	Fice 18. 25 p.c., a.v. 18. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 18. 25 p.c., a.v. 18. 20 p.c., a.v. 2d.
Do., being furniture and bookbinding Morocco, roan, and paste grain skiver	Fice 18. 25 p.c., a.v. 18. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver per lb. Leatherware, harness, saddles, or articles made up of leather, or any manufacture of which leather is the most valuable part, including whips of any description, trunks, and portmanteaus, and leather cut into shapes n.o.p. Leather laces per lb. Leaf, gold and silver per lb. Luggage passengers'. (See Baggage.) Macaroni and vermicelli (or reputed pint or lb.) pint or lb. Marble and stone, wrought (except slate slabs not wholly manufactured, lithographic stones, and stones for milling and grinding purposes). Matches and vestas:— Wax vestas:	Ftee 18. 25 p.c., a.v. 18. 20 p.c., a.v. 2d.
Do., being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 18. 25 p.c., a.v. 18. 20 p.c., a.v. 2d.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 18. 25 p.c., a.v. 18. 20 p.c., a.v. 2d. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 18. 25 p.c., a.v. 18. 20 p.c., a.v. 2d. 20 p.c., a.v.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v. 15. 3d. 25. 6d. 15. 3d.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v. 15. 3d. 25. 6d. 15. 3d.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v. 15. 3d. 25. 6d. 15. 3d.
Do, being furniture and bookbinding Morocco, roan, and paste grain skiver	Ftee 15. 25 p.c., a.v. 15. 20 p.c., a.v. 2d. 20 p.c., a.v. 15. 3d. 25. 6d. 15. 3d.

Wooden matches:
For every gross of boxes, containing in each box:
100 matches or under Over 100 and not exceeding 200 matches
And so on per gross of boxes for each additional
100 matches or part thereofAdditional
Wood, safety
Mats
Matting, coir, jute
Matting, coir, jute
Sleats and bsh. preserved, not salted, or dried, or preserved
in brine (or reputed pint or lb.)pint or lb.
in brine (or reputed pint or lb.)
and chemicals, packed ready for retail sale or for con-
sumption, including medical compounds containing spirits
sumption, including medical compounds containing spirits not exceeding the strength of proof by Sykes' hydrometer; and all preparations recommended as beneficial for any
and all preparations recommended as beneficial for any
portion of the human or animal body, or the cure or
medicine chests or cases, with or without fittings
Metals, manufactures of, and machinery, n.o.p. (except
portables engines)
portion or the numan to animal body, or the cure or the treatment of any disease or affection whatever, and medicine chests or cases, with or without fittings Metals, manufactures of, and machinery, n.o.p. (except portables engines) Rolled girder and channel iron castings, viz.:
Cylinders, hydraplic
Bars, fire
Pletes tanks
Weights, sash
Metal ware, plated and mixed (except door handles, locks,
shatt tips, stump and finger joints, and slot irons used
Weights, sash Wire berbed Metal ware, plated and mixed (except door handles, locks, shaft tips, stump and finger joints, and slot irons used in carriage building, harness mountings, and plated harments
Metals, manufactures of, and machinery, viz.:—
harness). Metals, manufactures of, and machinery, viz.:— Anchors. Anvils. Balances, spring to weigh up to 3 cwt. Bands, curtain. Bars, not machined and in the rough. Bell fittings. Bells, 6 inches and under. Bits (for harness). Blacks and turner britery. Blowers for
3 cwt. Bands, curtain. Bars, not machined and in the
(for harness). Blocks and types, printers'. Blowers for
ventilating mines. Boilers, oval (cast-iron). Brass-
foundry used in the manufacture of furniture. Bushes,
patent roller, for blockmaking. Buttons, Caps, per-
digesters, kettles, brazing, fry, maslin, preserving, sauce,
or stew pans; Danish, French, glue, oval, plumbers',
stock, and three-legged pots; tea kitcheners or fountains.
wire over 26 mesh. Concentrators, Frew's (for mining
purposes). Conductors, lightning. Copper and copper-
ware, being prepared plates for engravers and litho-
graphers, silver-plated sheet, perforated sheet, rivers,
or steel. Detonators. Digesters (cast-iron). Door-
fittings (except handles and plates). Fire-arms. Fittings
(see bell, door, meters, pipes, tubes, window). Fittings,
descent lamps, automatical resisters, transmitters, or
3 cwt. Bands, curtain. Balls, 6 inches and under. Bits (for harness). Blocks and types, printers'. Blowers for ventilating mines. Boilers, oval (cast-iron). Brassfoundry used in the manufacture of furniture. Bushes, patent roller, for blockmaking. Buttons. Caps, percussion. Cast-iron, being oval boilers, camp ovens, digesters, kettles, brazing, fry, maslin, preserving, sauce, or stew pans; Danish, French, glue, oval, plumbers', stock, and three-legged pots; tea kitcheners or fountains. Chaffcutter knives. Chains. Chains. curtain. Cloth, wire over 36 mesh. Concentrators, Frew's (for mining purposes). Conductors, lightning. Copper and copperware, being prepared plates for engravers and lithographers, silver-plated sheet, perforated sheet, rivets, washers. Cornices in piece. Crucibles. Cutlery, iron or steel. Detonators. Digesters (cast-iron). Doorfittings (except handles and plates). Fire-arms. Fittings (see bell, door, meters, pipes, tubes, window). Fittings, electric, viz., arc lamps without globes, carbons, incandescent lamps, automatical resisters, transmitters, or transformers, and storage batteries. Fountains, tea (cast-iron). Furniture brassfounders used in the manufacture
iron). Furniture, brassfoundry used in the manufacture
ave and T. Hooks (brass). Hooks cornice. Hooks.
descent lamps, automatical resisters, transmitters, or transformers, and storage batteries. Fountains, tea (cast- iron). Furniture, brassfoundry used in the manufacture of. Hames. Handles, trunk. Hinges, except hook and eye and T. Hooks (brass). Hooks, cornice. Hooks, curtain. Hoop, not machined and in the rough. Iron, angle and T. Iron, sheet, corrugated. Irons, box and sad. Irons, stirrup. Kettles (cast-iron). Kitcheners. Tea (cast-iron). Knives, chaffcutter. Knives, reaping machine. Latches. Locks. Lightning conductors.
angle and T. Iron, sheet, corrugated. Irons, box and
ran (cast-iron) Knives chaffmutes Enimes
machine. Latches. Locks. Lightning conductors.
Machinery for carding, spinning, weaving, and finishing
the manufacture of fibrous material, and cards for such
Machinery for carding, spinning, weaving, and finishing the manufacture of fibrous material, and cards for such machinery. Machinery for telegraphic purposes. Machinery used in the manufacture of paper and for
felting, including wire cloth and felts. Machines, viz.,

. 6d.

6d. Free 25 p.c., a.v. 20 p.c., a.v.

20 p.c., 2.v.

ad.

25 p.c., a.v.

35 p.c., a.v.

£3

20 p.c., a.v.

button-making, eyelet, knitting, sheep-shearing, stitching, dairy refrigerators and separators. Machines, printing. Machines, sewing. Machines known as centrifugal cream separators. Note.—Exemption of machines does not apply to the motive-power thereof (if any). Meters, gas, internal fittings of, when imported in parts not put together. Mortars and pestles. Netting, wire, galvanised, machine-made. Ovens, camp (castirons). Pans (cast-iron), viz., brazing, fry, massin, preserving, sauce, stew. Pestles and mortars. Pig. Pins, gimp. Pipes and tubes, viz., brass-cased, brazed copper, solid drawn, welded, and fittings for same, except cocks. Plate not machined and in the rough. Plates (copper) prepared for engravers and lithographers. Plates, decorated tin, for manufacturing tinware. Pots (cast-iron), viz., Danish, French, glue, oval, plumbers, stock, three-legged. Presses, printing. Primers. Pulleys under 4 inches. Rail, traw and railway. Reaping machines knives. Rings, curtain. Rivets, copper. Rod, not machined and in the rough. Saws of all kinds, but not the machinery connected therewith. Scales to weigh up to 3 cwt. Scrap. Screws, cork, galvanised, hand, table, wood Sheet, not machined and in the rough, Sheet (copper), silver-plated. Sheet (copper), perforated. Slides, cornice. Spoke, not machined and in the rough, Sheet (copper), silver-plated. Sheet (copper), perforated. Slides, cornice. Spoke, not machined and in the rough, Spoons, iron or steel. Springs, buffer. Steelyards to weigh up to 3 cwt. Tacks, 1 inch and under. Tires of steel in the rough. Tools of trade, not being machinery (except napping spalling, and quartz hammers, picks, mattocks, gas and blacksmiths' tongs, crowbars, maulis, wedges, soldering irons). Traps, vermin. Tubes and pipes. viz., brass-cased, brassed copper, solid drawn, welded, and fittings for same, except the cocks. Types, printer' and brass. Washers (copper). Window fittings (except and the proper state of the proper state of the proper state of the proper state of the proper state	Free 2d, 2d, 2d, 32, 2d, 30 p.c., a.v. 6d. Free, 6d, 45. 25. 125. 125. 125. 127. 10 p.c., a.v. L1 Free, Free, Free,
or saturated with optim or with any preparation or som- tion thereof, or steeped therein respectively lb. Packages in which goods are ordinarily imported not	
imported	
Paints and colours (except artists' colours):— Ground in oil, including patent dryers and putty .ton Mixed, ready for use, of any substance	£2 £4 Q 2

490 THE "SHIPPING WORLD" YEAR E	800К.
Paper (except writing and printing, in original wrapper	3
and uncut edges, as it leaves the mill, paperhangings	· ·
and millboard):— Cut	a. 2d.
Cut	, , , , , , , , , , , , , , , , , , ,
printed plates, lithographs, pictures, cards, or matte	•
of a similar description used or capable of being use	4
for advertising purposes	b. 4d. L. 6s.
Do., bags,	155.
Do., bags	48.
Parasois, substraces, and unibrelias, with or without covers	
made up wholly or in part, viz. :— From materials not containing silkeac From materials containing silk	h 15.
From materials containing silk,	25. 6d.
Parasol, sunshade, and umbrella sticks when wholl or partly fitted with frames	γ
Paste, furniture. (See Oil.)	h 15.
Paste, furniture. (See Oil.) Pattens. (See Clogs.)	
	b. 2 d.
Pickles (needed in bettles into our other reseals not expense	. 20 p.c., a.v.
Perfumery Pickles (packed in bottles, jars, or other vessels not exceeding one gallon in size) as under:—	4-
Quarts and over a pintdo: Pint and over half a pint	z. 3s.
Pint and over half a pint	, 25. 6d.
Over a quart and not exceeding a gallon	, 18. , 12 8.
Do., all other	. 20 p.c., a.v.
Pipes:—	
Iron. (See Metals.) Smoking. clay	\$S 15.
Smoking, clay	25 p.c , a.v.
Cases for pipes, cigar and cigarette holders	25 p.c., a.v.
Cases for pipes, cigar and cigarette holders	rv Rs.
, Silver ,,	25.
Potatoesto	on tos.
Potatoes Powders, baking, seidlitz, washing Provisions (including vegetables), salted, dried, or pr served in brine (except fish n.o.p.)	20 p.c., a.v.
served in brine (except fish n.o.p.)	t. 580
Quilts, sewn, cosies, and cushions	30 p.c., a.v.
Kice	al 6s.
dressed thereincent	al 4s.
Paddy,	25.
Rice, imported into any bonded warehouse and manula	Free.
Rolls, ornamental, for bookbinders	10 p.c., a.v.
Ruchings. (See Frilling.)	
Rufflings. (See Frilling.)	
dressed therein	25 p.c., a.v.
Harnessde)Z 108.
Riding	, £1
Riding	on £r ×d∙
ing one gal. in size, viz. :	
Quarts and over a pintper do	
Pints and over a half-pint. ,, Half-pints and smaller sizes ,,	25. 15.
Over a quart and not exceeding a gal	125.
All other	
Seeds, canary	10 p.c., a.v. lb. 1d.
Silks (except hatters' silk plush, umbrella silk, silk for flo	or
dressing, silk flags, oil silk, fringes, tassels, and gimp	for .
furniture, reps. damasks, and other materials for coveri-	ng IL
whether cut into lengths or shapes or not	20 p.c., a.v
Shot Shot Silks (except hatters' silk plush, umbrella silk, silk for flo dressing, silk flags, oll silk, fringes, tassels, and gimp furniture, reps, damasks, and other materials for coveri furniture) in the piece, or piece goods containing si whether cut into lengths or shapes or not Soap, perfumed, and toilet per other	lb. 4d.
n other	2d. on £2
Annua ci yaratiper t	UII 202

Spines where I downward sint on the house sint on the	
	2d.
Spices, ground(or reputed pint or lb.) per pint or lb.	24.
Spirits or strong waters of any strength not exceeding the	
strength of proof by Sykes hydrometer, and so in pro-	•
portion for any greater strength than the strength of	
proof	125.
Spirits, cordials, liqueurs, or strong waters, sweetened or	
mixed with any article so that the degree of strength	
anner by assessing by Calest backgree or surged	
cannot be ascertained by Sykes' hydrometer (including all alcohol diluted or undiluted with water or other men-	
all alcohol diluted or undiluted with water or other men-	
struum and containing in solution any essence, essential	
oil, ether, or other flavouring or other substance whether of natural or artificial origin)per gall.	
of natural or artificial origin) ner gall.	196.
Spirite methylated ner lin gall	15.
Spirits, methylated	
" beammen	£1 42.
, mixed with essential oils, so as to be unfit for human	
consumption, to be used in the manufacture of soap,	
consumption, to be used in the manufacture of soap, under Commissioner's permit, provided the mixing is	
performed in the presence of an officer of Customs	Free.
Springs, sofa, chair, and other furniture	10 p.c., a.v.
Starchper lb.	2d.
Stationery manufactured as under:	
Albums of all sorts. Blotters, blotting cases, blotting pads, bill-heads, and all other printed, ruled or engraved forms, or paper,	
Blotters, blotting cases, blotting pads, bill-beads, and all	
other printed ruled or engraved forms or paper	
bound or unbound including printed or lithographed	
bound or unbound, including printed or lithographed advertisement or posters of all kinds when framed	
advertisement or posters of all kinds when trained	
Books:-account, betting, cheque, copy, diary, draw-	
ing, exercise, guard, letter, music, memo, pocket, receipt, sketch.	
receipt, sketch	
Kill files and letter clins	
Condata mintered ministers formed many management	
Cards:-printers', visiting, funeral, menu, programme,	
	20 p.c., a.v.
Card cases, not being of gold or silver	
Card cases, not being of gold or silver Date cases, cards, calendars	
Envelones	
Envelopes Ink bottles, inkstands, ink wells	
Labela language and other	
Labels, luggage and other	
Memo slates and tablets	
Mounts or stands for pictures	
Parchment, cut	
Parchment, cut Sketch blocks	
Sketch blocks Wrappers fancy for priting pages	
Sketch blocks Wrappers, fancy, for writing paper	
Sketch blocks Wrappers, for writing paper Writing cases, darks, and stationers cases	
Sketch blocks Wrappers, for writing paper Writing cases, darks, and stationers cases	2d.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine per kl.	2 d .
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine per kl.	
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine per kl.	2d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine per kl.	
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane per cwt. day of July 1882, and refined in Victoria in a honefed	
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane per cwt. day of July 1882, and refined in Victoria in a honefed	39.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane per cwt. day of July 1882, and refined in Victoria in a honefed	
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane '', '', '', '', '', '', '', '', '', '',	39.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane '', '', '', '', '', '', '', '', '', '',	39.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar , candy. (or reputed pint or lb.) pint or lb.	35. 25. 66.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar (or reputed pint or lb.) pint or lb. molasses (except unrefined).	35. 25. 66.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar , , , , , , , , , , , , , , , , , , ,	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine per ld. Stone. (See Marble.) Sugar, the produce of sugar cane per cwt. , , , , , , , , , , , , , , , , , , ,	35. 25. 66.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', ', ', ', ', ', ', ', ', ', ', '	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', ', ', ', ', ', ', ', ', ', ', '	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', bonded on and after arth day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Gover- nor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', bonded on and after arth day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Gover- nor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', bonded on and after arth day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Gover- nor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', bonded on and after arth day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Gover- nor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', bonded on and after arth day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Gover- nor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', bonded on and after arth day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Gover- nor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', bonded on and after arth day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Gover- nor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', ', ', ', ', bonded on and after cyth. 'day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy. (or reputted pint or lb.) pint or lb. ', molasses (except unrefined) per cwt. Tea. per lb. Tents and tarpaulins Tiles. (See Brownware.) Timber and building materials (except ash, Australian and New Zealand pine, blackwood, cedar, hickory, oak, posts and rails, staves, sycamore, walnut, whitewood—undressed. Hardwood, undressed logs of the size of 9 ins. square or larger. California redwood, sugar pine. American white pine, undressed, z in. and over. All undressed of the size of 9 ins. by 24 ins. or larger. Spokes and felloes of hickory in the rough. Soms in the rough):	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', ', ', ', ', bonded on and after cyth. 'day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy. (or reputted pint or lb.) pint or lb. ', molasses (except unrefined) per cwt. Tea. per lb. Tents and tarpaulins Tiles. (See Brownware.) Timber and building materials (except ash, Australian and New Zealand pine, blackwood, cedar, hickory, oak, posts and rails, staves, sycamore, walnut, whitewood—undressed. Hardwood, undressed logs of the size of 9 ins. square or larger. California redwood, sugar pine. American white pine, undressed, z in. and over. All undressed of the size of 9 ins. by 24 ins. or larger. Spokes and felloes of hickory in the rough. Soms in the rough):	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar , candy. (or reputted pint or lb.) pint or lb. , molasses (except unrefined) per cwt. Tea	35. 6s. 9d. 35.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar , candy. (or reputted pint or lb.) pint or lb. , molasses (except unrefined) per cwt. Tea	35. 66. 2d. 35. 1d. 29 p.c., a.v.
Sketch blocks Wrappers, fancy, for writing paper Writing cases, desks, and stationery cases. Stearine Stone. (See Marble.) Sugar, the produce of sugar cane ', ', ', ', ', ', ', bonded on and after cyth. 'day of July, 1887, and refined in Victoria in a bonded warehouse, under regulations to be framed by the Governor in Council Sugar, the produce of beetroot, and all other sugar ', ', candy. (or reputted pint or lb.) pint or lb. ', molasses (except unrefined) per cwt. Tea. per lb. Tents and tarpaulins Tiles. (See Brownware.) Timber and building materials (except ash, Australian and New Zealand pine, blackwood, cedar, hickory, oak, posts and rails, staves, sycamore, walnut, whitewood—undressed. Hardwood, undressed logs of the size of 9 ins. square or larger. California redwood, sugar pine. American white pine, undressed, z in. and over. All undressed of the size of 9 ins. by 24 ins. or larger. Spokes and felloes of hickory in the rough. Soms in the rough):	35. 66. 2d. 35. 1d. 29 p.c., a.v.

Boards-flooring, lining, weather, dressed or planed	
per sooft. sup.	19. 6d.
Doors not exceeding 11 in. in thicknesseach	58.
,, over rain, and not exceeding rain, in thickness ,,	78. 6d. 106.
rames—door, window,	10s. 5s.
Hardwoodper 100ft, sup.	35. 26.
Lathsper 1,000	58.
Palingsper 100	
Pickets, dressed	64. 6d.
,, undressed	6d.
Sashes-window, unglazedper pair	25.
,, ,, glazed,,	35.
Shinglesper 1,000	gd.
Skirtings, wholly or partly preparedper 100ft. lin.	78.
Spokes and felloes in the roughper zoo	6d
Staves, shaped or dressed	25 p.c., a.v.
Timber, of sizes less than 7 ins. by 2 ins.per rooft. sup.	25. 6d.
,, bent	25 p.c , a.v.
,, finished	25 p.c., a.v.
,, cut into shapes, for making into cases, boxes,	
or similar articlesper cubic foot	6d.
Tobacco (except sheepwash, including tobacco soaked on	
the landing thereof from the importing ship, or on	
delivery from the warehouse, in turpentine, oil, or other	
fluid in the presence of some officer of Customs, so as to render it unit and useless for human consumption):—	
Manufacturedlb. Unmanufactured	35.
	15. 66.
Cigars,	
Snuff	35.
Twine (except sewing or seaming of hemp, cotton or	
Twine (except sewing or semanag or nemp), coroni or	złd.
flax) Twine, reaper and binder, and yarn made from jute,	-444
hemp or flax	Se.
Type holders for bookbinders	10 p.c., a.v.
Umbrellas. (See Parasols.) Varnish, including lithographicgall.	00 p. 00, 000 0
Variab including lishagraphia	
ARLURA' INCIDENTE UTHORISTANC	25.
Vegetables. (See Fruits, meats, and fish; also Provisions.)	25.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.)	25.
Vermicelli. (See Fruits, meats, and fish; also Provisions.) Vinegar, not being acetic acid or crude vinegar, aromatic	25.
Vermicelli. (See Fruits, meats, and fish; also Provisions.) Vinegar, not being acetic acid or crude vinegar, aromatic	25. 6d.
Vegetables. (See Frusts, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberrygall. Watches, and all parts thereof, wholly or partly made up.	
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruts, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry Watches, and all parts thereof, wholly or partly made up. Waters, aërated or mineral Wickerware Wine, sparkling gall. other.	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v.
Vegetables. (See Fruts, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry Watches, and all parts thereof, wholly or partly made up. Waters, aërated or mineral Wickerware Wine, sparkling gall. other.	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry Watches, and all parts thereof, wholly or partly made up. Waters, aërated or mineral Wickerware Wine, sparkling other. Wote.—Wine containing more than 25 p.c. of alcohol of the S.G. *825 at the temperature of 60' F. is charge- able with duty as spirits.	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and hish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and hish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s. 6s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s. 6s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 6s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry. Watches, and all parts thereof, wholly or partly made up. Waters, aërated or mineral. Wickerware. Wine, sparkling. "other. Wine containing more than 25 p.c. of alcohol of the S.G. 825 at the temperature of 60 F. is charge- able with duty as spirits. Woodenware, including beehives, bellows, picture frames, and wooden hames, turnery (except billiard balls in the rough), staves, shaped or dressed, and finished timber not otherwise enumerated (except artists' materials), engravers' bookwood, shafts and poles in the rough, ash oars. Woollen manufactures or manufactures containing wool (except printers' blankets and collar check), viz.; Blankets, blanketing, rugs and rugging Piece goods, whether in the piece or cut into lengths	6d. 20 p.c., a.v 10 p.c., a.v. 25 p.c., a.v. 8s. 6s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 6s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 6s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 6s.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 6s. 25 p.c., a.v.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v. 25 p.c., a.v.
Vegetables. (See Fruits, meats, and fish; also Provisions.) Vermicelli. (See Macaroni.) Vinegar, not being acetic acid or crude vinegar, aromatic or raspberry	6d. 20 p.c., a.v. 10 p.c., a.v. 25 p.c., a.v. 6s. 25 p.c., a.v.

III.—FOREIGN COUNTRIES.

For the United States Tariff, see page 582.

ABBREVIATIONS.

A. = Austria.

Ar. = Argentine Republic. Articles not specified pay 25% a v; 1 peso = 100 centesimos (cts) = 4/2 kilo. 2'204lbs.

B. = Belgium.

Br. = United States of Brazil. additional import duties are denoted by an asterisk (*) The rates are given in milreis per kilog. (2'204lbs.) where not otherwise stated. Milreis = 1000 reis = 2/1.

G. = Chili. Articles not specified pay 25% av. Commencing on January 1st, 1889, a surtax of 50% will be levied on all duties payable.

on all duties payable.

Ch. = China. I pecul=100 catties=
133 bs avoirdupois; I chang=10
Chinese ft. = 141 Engl. ins., I chang
-3 yds 9 ins.; I tael=10 mace,
1 mace=10 condareen, I condareen
= 10 cash. The value of the tael varies at different ports in China

from 5/9 to 6/8: t.m.c.c. o'o'o'o

Cor. = Corea. All import duties are ad valorem.

D. = Denmark.

E. = Ecuador. A municipal tax in addition to tariff is levied on all imports. F. = France

Q. = Germany.

Gr. = Greece. Oke = 2'8 lbs; lepta =9-8d. Hl. = Hawaian Islands.

Hay. = Hayti. A surtax of 50%, and an additional 33½% is levied upon the established duties in this tariff. H. = Holland.

H. = Holland.

1. = Italy. Quintal 220'4lbs; lire 9 %d.

1. = Japan. Catty = 13lb, cent = 13k of
a boo, 1 boo = 11 of a dollar.

M. = Mexico. The rates are given in
dollars: 1'00=4'2, 1 kilogramme =
2'204 lbs avoirdupois. NOTE.—By
n.w. (net weight) the actual weight
of the merchandise is understood;
by l.w. (legal weight) that which
includes, besides the "net weight,"
that of the interior bottles, boxes,
winders, wrappers, &c., in which the
articles are imported; and by g.w.
(gross weight) the total weight of (gross weight) the total weight of the packages. When merchandise, which pays according to the legal weight, has no other covering be-sides the one which forms the outside package, the actual weight of the merchandise will be considered to be its legal weight. NI. = Netherlands East Indies. Florin

= 1/8, kilogramme=2'204 lbs. Articles not specified pay 6% a v.
Nic. = Nicaragua.
N. = Norway. Kilo = 2'204 lbs, krone

= 100, ore = 1'1 d. Per. = Peru.

PR. = Porto Rico. Agricultural implements and machines, coal (vege-

table and stone), gold, silver and bullion (bars or money), are admitted free of duty. The rates are given in pesos.: I peso = 100 centavos = 3/9.
Duty per 100 kilogs is levied on the following articles when exported rom PR. :—namely, sugar, all kinds, 22 cts; coffee, 54 cts; tobacco, 22 cts. Kilog. = 2 204 lbs. P. = Portugal.

R. = Roumania

Rus. = Russia. After various Russian duties denotes that the articles so marked are subject to a duty of 10% on each rouble of duty leviable.

36lbs, rouble 3/2. 8al. = San Salvador. al. = San Salvador. The present tariff is fixed at 80%, say 60% payable in cash and 20% in Government Bonds. A new tariff has, however, been passed, and when it comes into The operation the maritime duties will be collected upon the gross weight of imported articles. During the first six months duties will then be charged at the rate of 110%, payable 80% in cash, and 30% in Government Bonds; afterwards the rate will be reduced to

too's : 70% in cash, and 30% in bonds. Siam. The import and export duties are fixed at 3% a v; and are returned if the goods are re-exported. and ammunition are imported only by special permit. Bullion and specie, wearing apparel and pro-visions, intended for personal use, are imported and exported free of duty.

8. = Spain. The conventional tariff only 8n. = Sweden.

8z. = Switzerland. Quintal 220'4lbs, franc 978d. T. = Turkey.

USC. = United States of Colombia. Ur. = Uruguay. Kilo 2'204lbs, peso fuerte 4/2.

V. = Venezuela. =Venezuela. All foreign merchant dize is divided into nine classes, on which duty is collected as follows:—

1st class, free. and class, 10 c. of a
bolivar per kilo. = 3/71 English curbolivar per ano. = 3.73 angusin currency per 100 lb. 3rd class, 25 c. of a bolivar per kilo = 9/1 English currency per 100 lb. 4th class, 75 c. of a bolivar per kilo. = £x 75 34d English currency per 100 lb. 5th class, 1 bolivar per kilo. = £x 75 4d English currency per 100 lb. 5th class, 1 bolivar per kilo. = £x 75 4d English currency per 100 lb. 5th class, 1 bolivars and 25 c. per kilo. = £2 55 5d English currency per 100 lb. 6th class, 2 bolivars and 50 c. per kilo. = £4 10 10d English currency per 100 lb. 7th class, 5 bolivars per kilo. = £9 15 8d English currency per 100 lb. 8th class, 10 bolivars per kilo. = £18 35 4d English currency per 100 lb. 5th class, 20 bolivars per kilo. = £36 65 8d English currency per 100 lb. Acetic Acid. - See Vingar.

Acids.—Gr. Sulphuric (vitrioi, hydrochloric, spirits of saled), nitric, phenic, an all others [d] per : 14 hs; Rut. Audic acid, salt of horium an structure. 7; 2; per poud: Br. Sulficepaner of aluminum effit per cut, sulphurous acid compressed [d] per cut, liquid annualis receptacles of wrought iron 2 of per cut, liquid annualis receptacles of wrought iron 2 of per cut, liquid carbalic acid, ald life. Chloriydric, muristic, sulphunic, and minic all per light per carbolic, acets, and oralic sid per liquid annualis all per liquid annualis and per liquid carbolic.

from and Steel.

Ale. - See Beer and Ale.

Alt.—bee Beer and Ale.

Altali, per cut.—A. Carlomate of well, intrefined of crystal-Seed gld, bicarbonate of well a 321, cantain well a 421, sodia ash 1/21. S. All kinds free;

Br. Alladols or catural and artificial bases and their sales, not specially named, 100 per grammet. D. Canstic sodia, crystals of sodia, well ash free; F. Canstic sodia 2.21, carbonate of sodia refined, A 60 degrees or above 1.2, crystals of sodia 91d, bicarbonate of sodia 2.11; G. Canstic sodia 2.01, sodia ash and bicarbonate of sodia 91d; Gr. Li 128. M. All kinds free; I. Sodia, caustic, pure 2.01, ditto impore 2.01 N. Sodia free; PW. Alladis 2.9 3 cts; P. Canstic alkalis free, crystals of sodia 2.6, sodia ash and carbonate of sodia 3.11; S. Buda ash 2.11; canstic sodia 6, bicarbonate of sodia 3.11; S. Sudia free; S. Alkaline, carbonate and canstic alkalis 40; S. Sodia free; S. Caustic sodia 3.11; S. Sudia crystals of sodia 3.11; S. Sudia crystals of sodia 3.11; S. Sudia free; S. Caustic sodia 6, carbonate of sodia and sodia and sodia ash sodia sodia ash sodia sod Caustic orde 5d, carbonate of soda, crystals of soda and soda ash :! 1, bicarbonate of soda 1!d, salicylate of soda 4!d: T. All kinds 2 v.

Alum, per ewt.— A. 16]; B. Free; Br. Dry, and others, 1'000 per kilo, '30'; Ch. 5d per pecal; Cor. c'av; D. Free; F. 42d; G. 16]; Gr. Free; H. Free; I. 22d; J. 15 cents per 100 catties; N. Free; Nic. 1d per lb: PR. 6 of per 100 kilogy; P. 5'; av; R. Free; Russ. Crystalline of every kind 2 5f, calcined or in powder 2 11f; Bal. 1fd per lb: B. 5fd; Sn. Free; Sz. 1fd; T. 8" av; Ven. Crude, third class.

Anchors. -- See Iron and Steel.

Anchor Chains. - See Iron and Steel.

Anchovies .- See Fish.

Angle Iron. -See Iron and Steel.

Arms and Ammunition. - See Iron and Steel.

Arsenic (White), per cwt. A. 6d; B. Free; Br. '050 per kilo, '10]; Ch. 4m 5 con per pecul; D. 4/21; F. Free; G. Free; Gr. Free; H. Free; I. Free; M. Free; N. Free; P. Free; R. Free; Rus, 5/5. (NOTF.--Arsenic is only allowed to be imported in double casks or cases.) 8. 4/01; 8n. May be imported by druggists only, and by manufactures on special permission from the "Kommerskollegium" free; 8z. 1/d; T. 8/2 a v; Ven. 5th class.

Axes. See Iron and Steel.

Bacon and Hams, per cwt.—A. 3 o}; B. Free; Br. Bacon salted or in brine
120, hams prepared in any way '450; D. Free; F. 1 10; G. 10 2;
Gr. Free; Hay. Salt hams 1d per lb; H. Salted 10\folds, sanoked or
dried 1/o\folds; I. 8.2; N. Smoked 11 4, o ther kinds free; PR. Bacon
16 11 per 100 kilos; P. 18/8; R. \(\frac{1}{2} \) os 8d; Rus. \(\frac{7}{111} \); B. 6 1;
8n. Free; 8z. 17\(\frac{1}{2} \); T. 8\(\frac{1}{2} \) a v; USC. Ham preserved 10d per
kilos; Ur. Hams 11. a v; Ven. 3rd class hams, salt, pickled
or smoked, 4th class hams in tins.

Bands for Machinery.—See Indiarubber and Gutta Percha; also Hides and Skins, and Woven Manufactures (Cotton).

Barges. See Ships and Boats.

Barytes, per cwt.—A. Sulphate of baryta (artificial) 3 ol; B. Free; Br. 100 30% per kilo; Cor. Paints 7½%; D. Not specified; E. Paints for domestic steamers free; F. 5% a v; G. 164; Gr. Free; Hl. Paints 10%; Hsy. Paints, all kinds \$\frac{1}{2}\$ der lb; H. Free; I. Sulphate of baryta 4\frac{3}{4}\$, Carbonate of baryta old, nitrate of baryta 1/½; N. free; Nic. Carbonate of lead ad per lb; Per. Paints 45% a v; P. 1/3; R. Free; Rus. Sulphate of baryta 5,5 caustic baryta 1/10; Sal. Paints, oli 2\frac{1}{2}\$, dry, g w. 1\frac{1}{2}\$ der lb.; S. Sulphate of baryta 1/11\frac{1}{2}\$; Sn.

Barytes-continued.

Colours prepared in oil 21d per kilo; 8z. Sulphate of baryta 11d, water of chloride of zinc 43d, lead yellow 1/21; T. 8/2 a v; Ven. 3rd class, common oil, blacklead, red lead, chromate of lead, lamp black, and class, ochre, 5th class, paints not specified.

Bassinettes.—Sec Tin and Tinwares.

Batiste. -- See Woven Manufactures.

Bedsteads.—See Iron and Steel

Beef, Saited, per cwt.—A. 3/0\(\); B. Free; C. 25\(\chi\) a v; D. Free; F. 1/10; G. 10/2; Gr. Free; H. Salted 5/2, smoked or dried 6/9; l. 8/2; N. Smoked 11/4, other kinds free; Nic. Meats of all kinds 14/2 per lb; hams preserved or seasoned, in boxes or not, 4d per lb; P. 31 7. per kilo; R. Salted 12/2, smoked £2 os 8d; Rus. 7/21; S. Salted or jerked 1/1\(\frac{1}{2}\); 8n. Free; 8z. 1/7\(\frac{1}{2}\); T. 8\(\chi\) a v; USC. All kinds 1\(\frac{1}{2}\)d.

jerked 1, 12; 8n. Free; 8z. 1/7k; T. 8% a v; USC. All kinds 1/d per kilo.

Beer and Ale.—A. In casks 3/ol per cwt, in bottles and jars 7/d. per bottle; B. In casks 2/d per gallon, in bottles 3d per gallon; Br. Beer of all kinds and cider 1/20 per littre 40%; C. In bottles 1/25 per gallon; Br. Beer of all kinds and cider 1/20 per littre 40%; C. In bottles 1/25 per per dox bottles, in other receptacles 0/02 per littre; Ch. Free; Cor. 10%; D. In casks, &c. 1/2 per cwt gross, in bottles 6/d per gallon; E. 2d per lb, F. All kinds (excise duty included) 3/3% per gallon; G. 2/ol per cwt; Gr. In casks 11/2 per cwt, in bottles 19/2; Hl. 10d per dozen pints, 1/8 per dozen quarts, in bulk 7/d per gallon; Hay. Beer and porter, 8/4 per barrel of 60 gallons, ditto bottled 1/ol per doz; H. 2/d per gallon; I Import duty, in casks 1/d per gallon, in bottles 1/d 100 bottles, excise duty per degree of strength as indicated by the saccharometer id per gallon, if not submitted to the test (the strength being estimated at 1/6 degrees) 4/d? M. Beer in bottles weighing 72 kilos each 5/2½, in bottles id each, half-bottles 1/c; Ml. In barrels 3/d, in bottles 4/c; Nic. 1 der lb; N. In barrels 9/q per cwt, in bottles 1/ol per gallon; PR. 14/6 per hectolitre; P. 700 r. per decal; R. In casks 3/3/2 per cwt, in bottles 3/d per bottle; Rus, In casks 1/0 per cwt gross, in bottles 6/d per bottle; P. 700 r. per dozen bottles, in barrels 1/ol per gallon; S. 4/d per gallon; Sn. Stout and porter in casks 3/11 per cwt, in bottles 7/d per gallon; Sn. Stout and porter in casks 3/11 per cwt, in bottles 7/d per gallon; Sn. Stout and porter in casks 3/11 per cwt, in bottles 7/d per gallon; Sn. Stout and porter in casks 3/11 per cwt, in bottles 7/d per gallon; Sn. Stout and porter in casks 3/11 per cwt, in bottles 4/d per gallon; Sn. In casks 1/5 per cwt, in bottles 4/d per gallon; Sn. In casks 1/5 per cwt, in bottles 4/d per gallon; Sn. In casks 1/5 per cwt, in bottles 4/d per gallon; Sn. In casks 1/5 per cwt, in bottles 4/d per gallon; Sn. In casks 1/5 per kilo.

Bicycles. - See Carriages.

Biscuits.—See Confectionery.

Blankets. - See Woven Manufactures (Woollen and Worsted).

Blankets.—See Woven Manufactures (Woollen and Worsted).

Bleaching Materials.—A. Chloride of lime 1.62 per cwt, chromate of potash 4 o3, sulphite and hyposulphite of soda 4 o4; B. Free; D. Chloride of lime and bleaching powder free; F. Chloride of lime 1; per cwt. bichromate of potash 4 o3, sulphite of soda 1 o3d, hyposulphite of soda riz; G. Chloride of lime 1.63, chromate of potash, sulphite of soda free; Gr. Free; H. Free; I. Chloride of lime and of potash and hypochloride of soda free, sulphite of soda, 1 y3, chromate of potash 1/3; N. Bleaching powder, &c. free; P. Chloride of lime free, chromate of potash 5/2 a v, sulphite and hyposulphite of soda 5% a v, R. Free; Rus. Chloride of lime and bleaching powder 4, 4, chromate of potash £1 is 8d; 8. Chloride of lime 6/4, chromate of potash 4/01; Apposulphite of soda 4/01; 8n. Chloride of lime free; 8z. Chloride of lime 14d, chromate of potash 5/3, a v, paper used as blue for linen 6/8.

Blinds.—See Woven Manufactures.

Blinds.-See Woven Manufactures.

Bloom Iron. - See Iron and Steel.

Boats. - See Ships.

Boilers. - See Brass and Copper; also Iron and Steel.

Bolts.-See Iron and Steel.

Books, Engravings, &c.—See Paper, &c.

Boots and Shoes. - See Hides and Skins, also Indiarubber and Gutta Percha.

Borax, refined, per cwt.—A. 1/6}; B. Free; D. 4/8]; F. 4/0] G. Free; Gr. Free; H. Free; I. 2]d; N. Free; P. Free; R. Free; Rus. 1'1; S 4'0]; Sn. Free; Sz. 5d; T. 8% a v.

Brandy. -See Spirits.

Brass and Copper, per cwt.—A. Copper, brass, nickel, and packfoog, rough in blocks, also old broken copper, &c. free, copper, drawn or rolled, in bars and plates, sheets and wire above \(\) millimetre and less, also hollowed and perforated plates and sheets rol\(2\), copper, coarse castings, such as bells and pipes, provided each article weighs more than for kilos\(6\) fit, wares of the above metals, common, as boilers, cylinders, kettles, kitchen utensils, and distilling apparatus, not lacquered or polished, combined or not with wood or iron rol\(2\), fine (not otherwise specified) combined or not with other materials, also wire, sheets, tablets, and plates of copper or brass, plated or silvered 15\), finest fine the combined or not with other finely wrought, ornamented, and variousles of mickeled wares, wares of packfong, bronze, brass, &c., also wire gauze of 20 warp-threads, and above per 2 centimetres, wire with thread covering \(\frac{1}{2} \) in os \(\frac{1}{2} \) in the same of the proper or nickels heats, to the proper plates and plates, engraved or not, for Austrian cloth-printing factories, may by special authorisation, be admitted free. Ar. Brass wire \(\text{or} \) 2, to \(\frac{1}{2} \), B. Copper, rough copper or nickel sheets, bolts, and nails for sheathing ships free, copper pure, or mixed with tin or zinc, hammered or gold 1\) cooper wares 10\(\frac{1}{2} \) at \(\frac{1}{2} \). B. Wrought, unwrought in blocks, bars, rolls, &c. 250 per kilo, wares of all kinds, without silver or gold 1\) cooper and 50\(\frac{1}{2} \), wire 30\(\frac{1}{2} \) on and 30\(\frac{1}{2} \), nails roc cattles 15\(\frac{1}{2} \) on and 10\(\frac{1}{2} \), wire 30\(\frac{1}{2} \) on and 10\(\frac{1}{2} \), for combination with paper, cotton, or caoutchotic 500\(\frac{1}{2} \), give 30\(\frac{1}{2} \), on and 10\(\frac{1}{2} \), wire 30\(\frac{1}{2} \), on combination with paper, cotton, or caoutehotic 500\(\frac{1}{2} \), wire 30\(\frac{1}{2} \) on poper prove in sheets rods, nails roo cattles 1 fine lacquered brass wares, combined or not with other materials, provided they cannot be classified under the heading of small ornamental wares £x 105 6d, other copper or brass wares, except small ornamental wares £x 105 6d, other copper or brass wares, except small ornamental wares 15/3, small ornamental wares £x 105 6d, other copper, old and filings, in blocks, bars, sheets or plates 12/9f, tubes and pipes, plates and sheets, with alloy of zinc or other metals, for sheathing ships, engraved plates for printing, nails and screws of all sorts free, copper buttons, gilt or not £1 128, other articles of copper not specially mentioned £1 128, bronze, bronze in blocks, bars, plates, or sheets, and wire (without gilding), joints for machines, tubes or pipes free, common wares not specially mentioned £1 128, fine wares, chased, gilt, or enamelled £3 4s, ditto ornamented with precious metals £4 168, trays and waiters of brass or bronze £1 128; Hl. Brass and manufactures not otherwise mentioned 4/2 per cwt, bells ditto £1 so 10d, ditto bronze 16/8, ditto small hand 2/1 per doz, watch keys 6d, do. fine 4/2; H. Copper, unwrought and old copper, hammered or rolled plates, sheets, nails or wire, red or yellow metal free, copper wares, basins, kettles, and other partly wrought manufactures of copper not otherwise emmerated free, copper wares, lacquered, painted or not, gilt or bronze, gilt wire and nails 5½ a v. l. Ingots, cakes, recettes, filings, and old broken articles 1/7h, larse, plates and sheets 5 10, tubes (any dis.) 8/1½, wire (any dis.) 8/1½, hammered or rolled in Hay. H.

Brass and Copper-continued.

R.

d Copper—continued.

coarse articles //4½, ornamental articles not gilt or silvered £1 105 5½d other 12½½, rods or wire, gilt or silvered, also gilt and silvered, wound in threads of textile materials £2 05 7½d, gilt and silvered, other £2 85 8½d, cylinders and engraved plates for printing free, wire gauze, as the wire of which composed, with 15 lire per 100 kilogs, additional; J. Brass buttons 22 cents per gross, copper and brass in slabs, sheets, rods and nails 3 boos 50 cents per 100 catties, yellow metal, muntr metal, sheathing and nails 2'50; M. Copper and its alloys, manufactures of copper, brass, or bronze of all kinds, g w 0'30, ditto or of any common metal, gilt or plated g w 1'30, ditto nickeled, not otherwise distinguished, g w 0'30, hollow wire and other articles of wire-drawn work of yellow metal, not gilt or plated, g w 1'30, copper in plates or sheets, g w 0'35, brass furniture of any kinds, with or without marble tops or mirrors, g w 0'30, copper wire insulated with any material for electric lighting, provided the diameter of the wire alone be up to No 6 Birmingham measurement, and that the interested persons prove its destination, free; other kinds 19½; N.l. Copper, raw and refined, wrought or rolled, including plates and leaves for coppering bottoms of vessels, copper for coining, rods for cross beams, botts, and nails, free, articles made of copper, whether lacquered or not, gilt or painted, bronze work and copper wire not issues 4d, oraments of copper of any kind 6½d, copper mire and tissues 4d, oraments of copper of any kind 6½d, copper mire and tissues 4d, oraments of copper of any kind 6½d, copper mire and tissues 4d, oraments of copper of any kind 6½d, copper mire say and bronze, plates, sheets, bolts, clinch-rings and plates, sieve bottoms, bars, and bronze, plates, sheets, bolts, clinch-rings and plates, sieve bottoms, bars, and unpolished tubes, tacks, nails, screws, rivets and nuts, wire, free, manufactures of copper or brass wire, polished, there are 1½d, copper, pure or mired with M.

N. I.

Nic.

N.

Per. PR. P.

bronze, unwrought in any form, brotzen articles of copper, bronze, and brass, copper filings, none of these gilt or silvered in sheets or wire, including cords for musical instruments, copper or brass wire for tissues and embroidery, not gilt or silvered free, articles of copper or brass wire, polished, tinned, painted or not, but not gilt or silvered, copper or brass wire gauze £1 8s sd, braziers' wares of all orts for kitchen and household use, vessels and apparatus for factories, boats, steam engines, &c., such as boilers, vats, reservoirs, apparatus for distillers, refiners, dyers, &c., common articles of copper, brass, or bronze, all of these neither painted, polished, varnished, gilt, nor silvered £1 12s 6d, finely wrought, painted, polished or varnished articles of copper, brass or bronze, chased or otherwise ornamented, gilt, silvered or not, combined or not with other common materials (such as steel, wood, porcelain, crystal, &c.), but exclusive of mother of pearl, ivory, tortoise-shell and precious metals £4 1s 4d, objects of art, such as statues, statuettes, busts, bas-reliefs, candelabra, lustres, candlesticks, lamps, table and desk ornaments and artistic ornaments of bronze, gilt or not, combined or not with other materials, with the exception of ivory, mother of ornaments and artistic ornaments of towner, gin or not, combined or not with other materials, with the exception of ivory, mother of pearl, tortoise-shell, and precious metals £6 2s, nickel and alloys, nickel, unwrought, in lumps, hammered, beaten or drawn, not gilt or silvered free, packfong, unwrought, in lumps, hammered, beaten, or drawn, not gilt or silvered free, unenumerated articles of argentine or other packfong or other white allows nationarily nor silvered.

or packfong, or other white alloys, neither gilt nor silvered £4 15 46.

(Note.—When these articles are gilt or silvered an additional surtax

Rus. of 50% above these duties will be levied.) Rus. Copper, brass, &c., red and yellow. also brass and other alloys, in pigs, blocks, shavings, filings and scrap £1 48 8d, sheets, bars and rods £1 tos 7d, wire.

§ in. and less in thickness £1 198 5d, manufactures of wire or of

Brass and Copper-continued.

s and Copper—continued.

wire covered with cotton, silk or caoutchouc £2 14 2d, in sheets, polished £2 6s 10d, apparatus and parts of fittings of machines or machinery, composed wholly or principally of copper £1 145 6d, cylinders, engraved or not, for cotton-printing mills, &c. £2 6s 10d, articles of brass or copper not otherwise enumerated, combined or not with wood, iron, tin, leather, or other similar materials £2 6s 10d articles of bronze and other alloys of copper, except brass, wholly or partly made up, weighing more than 1 funt each £3 os 14f, articles of bronze weighing more than 1 funt each £3 os 2d, rectificators of brass and seighing more than 1 funt each £3 os 2d, rectificators of brass and singuishing more than 1 funt each £3 os 2d, rectificators of brass and ingots and old brass 76d, plates and sheets, nails and copper wire 13/6, and tubes and large articles, partly wrought, as bottoms of "braseros" and boilers 18, brass wire 8/4, wire gauze, not further manufactured 16/9, bronze, unmanufactured 3/9½, wares of copper or of brass, bronze or other alloys, plain or lacquered £1 153 2d, ditto, gilded, silvered or nickeled £4 8s 1d, machinery of copper and brass, wrought or cast, plates and other articles for further manufacture, bolts and nails for ships free, other copper manufactures, not polished 10/9, polished £1 196 4d, wire, plain free, wire, gilt, silvered or plated £6 128 8d, strings for instruments 13/7, mixed metals, wrought or cast sheet or nails for sheathing vessels, plates, wires, and articles for further manufacture free, other articles not gilt, silvered or plated £1 19/9, ditto, gilt, silvered or plated £1 19/6 ditto, hammered or rolled, in bars, sheets, tubes, or pipes 1/2½, copper wire 1/2½, articles composed of copper or brass, pure or with alloy, in ingots blocks or plates, filings and old copper, &c. 43d, ditto, hammered or rolled, in bars, sheets, tubes, or pipes 1/2½, copper wire 1/2½, articles composed of copper or brass wire 2/10, wire gauze 2/10½, rivets, vices, &c., wire c

T.

steelyards, manuactured (not specined), and bridle bits, bells, hinges, stewpans, saucepans, tacks, spoons, spurs, trays, trumpets, wire, stirrups, 5th class, pencil and pen holders, 6th class, buttons buckles, match boxes, pins, thimbles, 3rd class, scales, balances steelyards, also copper, old, unmanufactured, ore and rivets. 5th class, sieves, 6th class, shoe, hat or clothing buckles.

Bricks. - See Earthenware and Porcelain.

Bridges. - See Iron and Steel.

Brimstone, per cwt.—A. Free; B. Free; Ch. and sulphur o. 2. o. o. per pecul (cannot be imported or exported except under special authority); D. Free; F. Free; G. Free; Gr. Free; M. Free; I. Free; N. Free; P. Crude or refined free; R. Free; R. Rus. Crude free, refined and flowers of sulphur 113d per cwt*; S. 13d; Sn. Free Sz. Crude 1d, refined and flowers of sulphur 13d; T. 8% a v; US. Brimstone, crude free, brimstone in rolls or refined 2/1, sulphur, flowers of 4/2; Ven. 3rd class.

Bronze. - See Brass and copper.

Butter, per cwt.—A. 4/03; B. Free; Br. '580 per kilo; Ch. Butter including condensed and desiccated milk free; Cor. 7½',; D. Free; £. id per lb; F. Fresh free, salted 03d; G. 10/2; Gr. For the table, fresh or slightly salted £1 185 3d, salt for cooking purposes 19/2; H. I. Free; Hay. Per cwt 4/2; H. Free; I. Free, 5/12, salted 7/1½; Nic. per lb ad; N. Free; Per. Per too kilo 1/3; PR. Per 100 kilo 38/2; P. 185 r per kilo; R. Fresh or salted

Butter-continued.

£2 05 8d; Rus. 4/11; Sal. g w. per lb 32d; S. £1 15 4d; Sn. Free; Sz. Fresh, melted, salt 3/3 016; T. 8% a v; US. 18,8; Ur. 515; Ven. 3rd class

Buttons. -- See Woven Manufactures.

Cables. - See Brass and Copper; also Iron and Steel.

Cakes. - See Confectionery.

Oalf Skins .- See Hides and Skins.

Calicoes.—See Woven Manufactures.

Cambric. - See Woven Manufactures.

Cambric.—See Woven Manufactures.

Cambric.—See Woven Manufactures.

Candles, per cwt.—A. Tallow 6'1, sperm, stearine. &c. 11'2, wax 10'2'; Ar. Candles, stearine, per kilo 15 C. B. All kinds 10', a v'; Br. Tallow 180 30', stearine of C. Tallow 25', a v; other kinds 35', a v; Oh. Free; Cor. 7', a v; D. Tallow 7's, other kinds 14.1'; E. Per kilog. 10', F. Candles, other than tallow 6'6, excise duty in addition 12, tallow candles of which the wicks are woven, twisted or planted, and chemically treated 4'10', excise duty in addition 12, tallow candles 2'5\frac{1}{2}'; G. All kinds 9'1\frac{1}{2}'; Gr. Tallow 6'4\frac{1}{2}', wax \(\frac{1}{2}', \frac{1}{2}', \frac{1}{2}'. \]

All kinds 9'1\frac{1}{2}'; Gr. Tallow 6'4\frac{1}{2}', wax \(\frac{1}{2}', \frac{1}{2}', \frac{1}{2}'. \]

Yellow 8'1\frac{1}{2}', white 16'3\frac{1}{2}'. J. 2 boos 25 cents per 100 catties; Nic. Per lb sperm, tallow, composition 3d, sperm oil, paraffine, and composition and tallow 2\frac{1}{2} per lb; N. All kinds 7'/4; Per. Stearine and paraffine, tallow, sperm 90', P. Candles of every description 80 or per kilo; R. Tallow, and articles made therefrom, and all primary materials for the manufacture of candles, stearine, and soap, as well as all products necessary for such manufactures free, tallow 14'8, paraffine \(\frac{1}{2}' \), of the kinds 6'0'; 8a. Fer lb 3d; 8. Wax, paraffine, stearine and sperm 12'\frac{1}{2}', wax \(\frac{1}{2}' \) and the kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), other kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), and the kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), other kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), and the kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), was the kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), was the kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), was the kinds 6'0'; 8a. Tallow 17'\frac{1}{2}', wax \(\frac{1}{2}' \), was the kinds 6'0'; 8a. Tallow 17'\fra

Candy. - See Sugar.

Caps.-See Hats.

Cardboard.—See Paper, &c.

Carpets. - See Woven Manufactures, Woollen and Worsted.

Carpets.—See Woven Manufactures, Woollen and Worsted.

Carriages.—A. Carts and wagons 6/- each, carriages not covered with leather nor stuffed £2 ros, ditto covered or stuffed £7 ros, railway carriages for passengers, stuffed seats 9/2 per cvt, ditto not stuffed 67, for goods 5/1; Ar. Carriages, harness and appendages 50/2 a v; B. 10/2 a v; Br. Bodies of cars, cabs and carriages each 160,000 r, cars, cabs, caleches. broughams, coaches, omnibuses, diligences &c. 60/2 a v, carriages, wagons &c., for railroads intended for the carriage of persons or goods and appurtenances 15/2 a v, carts, cars and wagons for carrying merchandise 60/2 a v, axletrees for carriages 250 r, forks, naves, rims, &c. of iron for carriages and harness 500 r, frames of carriages 32-000 r each, springs for cars, cabs, carriages, and other vehicles for conveying passengers and goods 500 r, spokes, naves, and other pieces of wood for wheels 80 r, wheels for carts, cars, and other conveyances: more than 80 centimetres in diameter 10,000 r per pair, above 80 centimetres 5,000 r per pair, shafts and poles, common,

more than so centimetres in diameter 10,000 r per pair, above so centimetres 5,000 r per pair, shafts and poles, common, unprepared, or simply sawn 2,000 r per pair, prepared, painted and finished 16,000 r per pair, any parts and articles, not otherwise distinguished, for carriages, cars, or carts 48% a v, handcarts and wheelbarrows each from 1,600 r to 2,000 r; Cor. C. Carriages 35% a v; Cor. a v, Carriages 30%, horse cars 7½%, cars (railroad, steam) 7½%; D. For railways, with or without axlesteres or wheels, trollies £1 25 2d each, for passengers, also tenders £16 125 4d, other kinds £2 125 1d, for roads, carriages partially or wholly covered including caleches with or without hoods £3 65 8d, other kinds £1 65 8d, other carriage-makers' work, also carts and E. wagons 7/1 per cwt; E. Per kilog 6d, horse cars, steam and railroad F. cars free; F. Carts for trade or agricultural purposes with springs 4 10½ per cwt, without springs 2 51, carriages for railways

H.

Carriages -continued.

ordinary gauge, 1st class 6/6, disto and and 3rd classes 4/53, ditto vans for goods 3/8, narrow gauge passenger carriages 8/2, ditto vans for goods 4/6, contractors' trucks (trollies) 2/6, tramway carriages, ordinary gauge 8/2, narrow gauge 10/2, carriages, other kinds, weighing 125 kilogrammes (a) ew) or more £10 4, d weighing 0.

G. less than 125 kilogrammes, including velocipedes £2 8s od; G. Wooden wagon or conclimaters' works, coarse, tupolished or unpainted 1/61, polished, painted or varnished 5; carriages lined or stuffed £7 10s each, railway carriages not stuffed or lined 6/2 a v, Gr. ditto stuffed or lined 10/2; Gr. Carriages with four wheels new or old covered or not £12, bath-chairs and velocipedes 8, carts, ordinary with two wheels 10, ditto with four wheels 1/12s, rail or tramway carriages MI. and wagons for passengers 10/2 a v, for goods 10/2; MI. 10/2, May. horse cars free, cars (railroad and steam) free; Hay. Carriages (with not more than two wheels 33 7 each, with more than two wheels and not more than two wheels and not more than five springs 88/each, railway wagons and carriages, goods trucks 4/0 per cet, passengers careach, carriages; with not more than two wheels 33 7 each, with more than two wheels and not more than five springs 88 each, railway wagons and carriages, goods trucks 4/01 per cwt, passengers' carriages, third class 5/10° per cwt, second class 6/6, first class 7/82° per cwt. 4° Mixed carriages pay the duty on the highest class of which composed.) M. Sets of front wheels for carriages, with their axles, &c., N.I. gw or60, single wheels g wo 60; N.I. Carriages and parts of carriages Nic. 6% a v; Nic. Per lb, carriages, carts, whoel barrows 3d, cars, rail-road and steam, pay same duties, but any enterprising corporation will get permit to bring in free; N. Railway carriages corporation will get permit to bring in free; N. Railway carriages of goods free, for passengers 3% a v, children's carriages, &c. 2 9½ each, carts and wagons, all kinds free, carriages and collectes with fixed or movable hoods £4 & 11d, (b) four-wheeled, covered wholly or in part, including caleches with fixed or movable hoods £4 & 11d, (b) four-wheeled, chock in the fixed or movable hoods £4 & 11d, (b) four-wheeled, other kinds or movable hoods £4 & 11d, (b) four-wheeled, carriages 50%, horse cars and railway cars, special agree-PR.

£1 133 4d, (c) two-wheeled & 11; Por. Two and four-wheeled carriages 50%, horse cars and railway cars, special agree-PR.

Each passenger coach, railway and tramway 848 p, other articles for railways and tramways 174 p, coaches, landaus, omnibuses, and other 87 p. wagons, carts and hand carts per 100 kilo. 2 p 38 c; P. Carriages of all kinds, except railway carriages 50% to passengers, 1st and 2nd class, stuffed £26 each, 3rd class carriages, luggage wagons and cattle trucks £18, tramway carriages £8, other carriages, coupts, landaus and clarences with two or four seats, travelling carriages with or without receptacles for luggage, post diligences and combiness having eight seats or more all such diligences and omnibuses having eight seats or more, all such carriages upholstered, covered or not £18, light uncovered carriages. carriages uphol-stered, covered or not £18, light uncovered carriages uphol-stered, covered or not £18, light uncovered carriages such as cabriolets, cabs, dog-carts, &c., and omnibuses having less than eight seats, and common carriages hung on springs, covered, upholstered or not £8, detached parts of carriages included under the two preceding categories £1 16s 7d per cwt, vehicles not on springs, neither covered nor stuffed £3 each, detached pieces of carriages comprised in preceding article 12/2 per cwt, peasants carriages of wood neither painted nor combined with iron except as regards the wheels 16/each, bicycles, tricycles and hand-carts, with the exception of perambulators, also invalid chairs 16/each; Rus. Large, on springs, as coaches, landaus, diligenoes and omnibuses £17 8s 4df each, small, as caleches, dog-carts, phaetons, cabriolets, &c. £123 tod,† carts and wagons on springs and carriages with only back springs £5 4s 6d,† carriages of all kinds without springs, also perambulators, &c. £1 14s 10d,† detached parts of carriages not otherwise specified £6 as 3d per cwt, railway carriages, &c., coal trucks and trollies £13 1s 3d, axle goods wagons £19 3s 3d, carriages, 3rd class luggage and mail vans £30 g 7d, carriages 1st and 2nd class £39 3s 9d, trancars for two horses £34 16s 8d each, for one class £30 3s 9d, tramcars for two horses £34 16s 8d each, for one horse £36 as 6d; 8al. Each, carriages, two wheels £18 10s ald, four wheels £30 17s 3ld, cars, of any kind, 5% a v; 8. Coaches and berlins new or old of four seats, calches with two "tableros" with or without hoods £32 1s 5d each, berlins with two seats with or without a folding seat, omnibuses holding more

than lifteen persons and diligences new or old £24 52 5d, carriages of two or four wheels without "tableros regardless of number of seats. omnibuses holding not more than fifteen persons and carriages not Carriages—continued.

Carriages—continued.

otherwise specified £10 168 8d, bodies of carriages plain unpainted 8/18 per cwt. passenger carriages for railways and tramways 15/5, other railway carriages 4/5, carts and hand-carts 3/5½; 8n. Wagons and carts 5/7 each, carriages 4/5, carts and hand-carts 3/5½; 8n. Wagons and carts 5/7 each, carriages 4/5, carts and hand-carts 3/5½; 8n. Wagons and carts 5/7 each, carriages 4/5, 11s 1d. NOTE.—In case of doubt as to the classification of an imported carriage it is charged 10% a v, but in no case more than £5 8s 4d, detached parts of carriages 8z. 10% a v; 8z. Carts and wagons 6% a v, carriages 10%, railway carriages for passengers 8%, for goods and luggage 8%, parts of carriages, wagons, &c., are chargeable according to the material of which made T. USC.

Per kilo, railway cars and carriages free, cars and trucks for transport of goods and such uses 14d, coaches and carriages of Ur. Ven. all kinds 2/d, velocipedes 1/8; Ur. 48% a v; Ven. 1st class, cars, railwad, steam, and horse, 2nd class, carriages, caleches, omnibuses, phætons, and others not specified, wagons, carts, wheel-barrows, wheels, coach, cart, carriage &c., 3rd class, hearses, with appurtenances, 4th class, children's perambulators and velocipedes.

Carriage Grease.—See Grease

Carriage Grease. - See Grease

Carriage Springs.—See Iron and Steel.

Cartridges .- See Iron and Steel.

Carts. - See Carriages.

Cast Iron. -- See Iron and Steel.

Caviar .- See Fish.

Caviar. — See Fish.

Cement, per cwt.—A. 6d; B. Free; Br. '005 10% per ko; C. 15% a v; Cor. 5% a v; D. Free; E. Per kil. 2d; F. Free; G. Free; Gr. 1/3; Hi. Free; Hay, Per hogshead 4/2, per barrel 1/0; H. Free; I. 6d; M. Common lime and Roman cement free; Ni. Free; Nic. Free; N. Free; Per. 10%; P. Free; R. 3d; Rus. 8d with an addition of so% on each rouble of duty leviable; Sal. 1/62 per quintal; S. 6d (per ton); Sn. Free; Sz. White lime and plaster, calcined, or ground 0'97d, hydraulic lime, abo Roman cement 1.95d; portland, scoriæ, and poursolane 3'8d; T. 8% a v; Ven. 1st class.

Chains.—See Iron and Steel.

Chairs.—See Household Furniture.

Chamois Leather.—See Hides and Skins.

Chandeliers. - See Glass and Glass Wares.

Checks.-See Woven Manufactures.

see woven manufactures.

r cwt.—A. 4/5½; Ar. 50% a v; B. Common free, other kinds 4/0½;

Br. Of all kinds '500 per kilo; C. 35%; Ch. Free; Cor. 7½% a v;

D. 11/9; E. 2dd per kilog; F. Hard 1/7½, 50ft 1/2½; G. 10/2; Gr.

£1 53 7d; Hl. Free; Hay. All kinds 9/4 per cwt; H. 4/2½;

4/10½; Nic. 2d per lb; N. 11/3½; Per. 70%; PR. 9 cts per kilo;

P. 190 r per kilo; R. £1 105 7d; Rus. £2 95 3d with an addition
of 50% on each rouble of duty leviable; Sal. gw 32d per lb; S.

14/2½; SR. 3/1½; Sz. 1/7½; T. 8% a v; Ur. 0'25; Ven. 4th class. Cheese, per cwt.-A.

China .-- See Earthenware.

Chloride of Lime. - See Bleaching Materials.

Chocolate. - See Cocoa.

Chromate of Potash.—See Bleaching Materials.

Cigars and Cigarettes.—See Tobacco, Cigars and Snuff.

Cinders. - See Coal.

See Coal, i Watches with cases of gold, or gilt 2/ each, ditto silver or silvered 1/2, ditto other materials 7/2d, cases for watches, of gold or gilt 1/42, ditto of silver or silvered 5/2, ditto of other materials, as materials of which made, works for watches 7/2d per materials, as materials of which made, works for watches 7/2d per set, clocks, common wooden wall clocks and works thereof, also detached parts of clocks and watches £1 ros 6d per cwt, other not specified, and works thereof £2 ros 10d, tower clocks and parts thereof 10/2; B. Watches and works thereof free, clocks 10/2 a v, works of clocks 5/2; Br. Alarum clocks small, of white or yellow metal 1,600 r each, not otherwise mentioned 48/2 a v. chimney clocks 3,200 r, hands, spiral springs, chains, dial-plates, and other separate parts of works, for watches 10,000 r, for clocks and time-Clucks and Watches. Br.

Clocks and Watches-continued.

Watches—continued.
pieces 2,000 r, watches of copper and its alloys, or of niobel 2,000 r each, of silver, plain or gilded 3,000 r each, of gold 6,000 r each, of any description, with precious stones 10% a v. Balance chronometers, for naval use 32,000 r each, not otherwise mentioned 48% a v. (NOTE.—Watches of silver, with ornaments of gold, or vice vered, and those of gold with ornaments of any other metal, will, as regards payment of duty, be considered as of gold; watches of silver, with ornaments or fittings of silver gilded will be considered as of silver gilded. Watches not finished, watch cases without works, and works without case, will pay duty as watches finished and complete, the works being included in the category of those watches paying the highest duty. The above duties include those on the small common boxes in which the watches and time-pieces are imported.) Alarum clocks, small, white or yellow metal, each 1,600 x, other 48% a v; chimney clocks 3,200 x, watches, prece are imported.) Alarum clocks, small, white or yellow metal, each 1,600 r, other 48% a v; chimney clocks 3,000 r, watches, copper and alloys, or nickel, each 2,000 r, silver, plain or gilded, each 3,000 r, gold each 6,000 r, of any kind, with precious stones 10% a v; balance chronometers for naval use each 32,000 r, not otherwise mentioned 48% a v, keys, of copper and alloys, or iron and steel, for watches 4,800 r, for clocks and timepieces parts a cop r, watches and the precious parts a cop r, watches and the precious parts a cop r, watches and the precious parts a cop r, watches and the precious parts a cop r, watches and the precious parts a cop r, watches and the precious parts a cop r, watches and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts and the precious parts are precious parts and the precious parts and the precious parts are precious parts and the precious parts are precious parts and the precious parts are precious parts and the precious parts are precious parts and the precious parts are precious parts and the precious parts are precious parts and the precious parts are precious parts and the precious parts are precious parts are precious parts are precious parts and the precious parts are pr

C.

mentioned 48% a v, keys, of copper and alloys, or iron and steel, for watches 4,800 r, for clocks and timepieces, parts 2,000 r, watches, parts, 10,000 r, watch glasses 2,800 r; C. Clocks 35% a v, watches, parts, 10,000 r, watch glasses 2,800 r; C. Clocks 35% a v, watches per pair 1000 émailllés à peries per pair 4006. Cor. a v, clocks 10%, watches, gold 20%, other 10%, watches, parts 20%; D. Watches and pocket chronometers, and complete works thereof; 1.73 each, table clocks all kinds, with or without shades or stands, and complete works thereof, also detached parts of table clocks, or watches 4d per lb, tower clock and works or detached parts thereof, as materials of which made, other kinds of clocks 2d lb; E. 1/of per kilo.; F. Watches with silver case 9dd each, ditto with gold cases 2, 9d, ditto with cases of common metal 43d, watch movements, without cases, gilded, nickeled or finished 2/, ditto other kinds 2d per lb, works of table or wall clocks 2d, clocks, table or wall, wooden 6/x per cwt, ditto other kinds ro/s, tower clock 4/o3 each, cases of gold 113d, ditto of silver or common metal 43d, Q. Clocks of all kinds 11d per lb, watches, in gold cases 3/each, in silver or gilt cases 1/6, in cases of other metals 6d, works without cases 1/6, watch cases of gold 1/6, ditto of other metals 6d; Qr. Common clocks in wooden cases and works thereof, complete or detached 4/2 165 per cwt, other clocks, including mantel clocks and works thereof £4, watches of gold, or gold plated 4/ each, ditto of either metals 6d with confilter or either plated 4/d each, ditto of either metals 6d works thereof £4, watches of gold, or gold plated 4/ each, ditto of either metals of works without of the metals of the works cases of gold of cocks and works thereof £4, watches of gold, or gold plated 4/ each, ditto of either metals 6d works thereof watch cases of gold of cocks and works thereof £4, watches of gold or gold plated 4/ each, ditto of

Common clocks in wooden cases and works thereof, complete or detached £4 16s per cwt, other clocks, including mantel clocks and works thereof £4, watches of gold, or gold plated 4/each, ditto of silver, or silver plated 1/31, ditto of other materials old, watch cases, gold, or gold plated 2/91, silver, or silver plated 9/ed, of other materials except platina 4/21, watches or silver plated 9/ed, of other materials except platina 4/21, watch works, complete, without cases HII. 1/23 per cwt; HI. If without glass front free, with glass front, also watches 10%; Hay. each clocks, musical, large 33/4, brass or bronze 25/, ordinary, common 8/4, wooden, with chain and weights 2/6, house church, &c., 20% a v; watches, gold 6/3, silver 3/12, brass 2/1;

H. Clocks and watches 5 % a v; I. Watches in gold cases 9/6d each, in cases of any other metal 4/8 each, clocks, whether springs or pendulum, not in cases 4/e each, with the addition of the duty on the case, alarums not striking the hours 1/21/4d each, works, complete of watches 1/4d each, ditto of clocks whether spring or pendulum 1/7/2d each, ditto of clocks whether spring or pendulum 1/7/2d each, ditto of clocks 2/2 os. 7/2d per cwt.

M. M. Tower clocks for public or private buildings free;

NI. 6/2 a v.; Nic. Clocks, all kinds 5/3, watches, gold, silver, 1/14/5, old, watches, imitation gold, silver and nickel 1/15, old per lb, in metal or porcelain case, not exceeding 8 kilos in weight 6d per lb, ditto exceeding 8 kilos in weight 8/11 each, in cases of other materials, not exceeding 5 kilos in weight 6d per lb, ditto exceeding 5 kilos in weight 8/11 each, in cases of other materials of which made, other clocks and dials for the same 4d per lb, watch and clock works, also works put together but without cases 6d. (NOTE.—Clock weights or other parts of tower clocks pay as manufactured materials of which made, wooden cases as clocks or watches.) Per. clocks 45% a v, watches 10%; PR. each, clocks with ordinary weights and alarums 46 cts, machinery of watches.) Per. clocks w

Clocks and Watches-continued.

- Watehes—continued.

 r p 6r cts, watches, gold r p 80 cts. silver and other metals r p 38 cts.; P. Gold watches 1,500 r each, watches of silver or any material other than gold 800 r, clocks or watches not otherwise mentioned, even if they have an alarum or chime, including accessories and ornaments, 25% a v; materials for watchmakers 300 r per kilo; R. Watches and pocket chronometers of gold, watches of any material adorned with gold, watches adorned with precious stones 12 6 each, watches of silver or other materials, not mounted or adorned with gold or precious stones tod, clocks of broaze only, or of bronze and marble, or other materials, not mounted or adorned with gold or precious metals, and fine or semi-sine stones 1.04 per lb, clocks of various compositions imitating bronze, combined or not with wood (only polished or varnished, lacquered or painted), marble or alabaster, papier-maché or carton pierre, but without mixture of other materials, 6jd, wall clocks mounted on wood, plain or carved, gilt, silvered, or not, but without incrustations, inlaid work, ivory, mother-of-pearl, tortoise-shell, or precious metals, table clocks, small, for the table 6jd, clock and watch works and appurtenances of all sorts, except watch R.

- torioise-shell, or precious metals, table clocks, with or without mechanical movements, and alarum clocks, small, for the table 6½d, clock and watch works and appartenances of all sorts, except watch glasses and parts of public clocks free: Rus. Watches and chronometers, gold or gilt 47t each, other kinds 241t clocks, tower £217s 6d, tditto wooden, with wooden or brass wheels 10d, twatch and clock works, complete set 2/4½t ditto, detached parts thereof 4½d per lb. (Note.—Watch and clock cases pay according to the materials of which made.) 8al. Tower, £15 8s. 71d each, metal 18. 8d. Watches of gold 6' each, of silver or other materials 1/13, watch works, detached parts 1/1 per lb. clocks with weights, and alarum clocks 4½d each, complete works for wall and table clocks, with or without case, also chronometers 3'9. Note.—Unfinished works for wall or table clocks are charged 5½d per lb, and cases according to materials of which made. 8m. Watches with gold cases, and shipe' chronometers 1/12 each, watches with cases not of gold 6½d, table or wall clocks of bronze, alabaster, or porcelain, or other like material ½d per lb, ditto of wood, &c., watch and clock works not otherwise enumerated, and detached pieces thereof 6d each, cases or weights, also tower clocks or parts thereof, as materials of which made; 8x. Common clocks with wooden cases, painted or not, but not gilt ½d per lb, other kinds 1½d, watches of all kinds 1½d, detached pieces of works of clocks or watches 4½d, cases for watches Ven. of all kinds 1½d; T. All kinds 8% a v; Ven. 6th class clocks (all kinds) chronometers, hor glasses, 8th class watches and clocks.

 Ven. of all kinds 1½d; T. All kinds 8% a v; Ven. 6th class clocks (all kinds) chronometers, hor glasses, 8th class watches and cases, 6th class watches and clocks.

 Ven. of all kinds 2d; T. All kinds 8% a v; Ven. 6th class clocks (all kinds) chronometers, hor glasses, 8th class watches and clocks. T.

Clothing (ready-made). - See Woven Manufactures.

- First class.
- First class.

 Cocoa (prepared) and Chocolata, per cwt.—A. Cocoa ground, paste and chocolate £2 ros 1cd: Ar. Chocolate 50% a v; B. 18 3; Br. 600 and 30% per kilo, coca butter chocolate '600 and 30%; C. Chocolate 35% a v; D. Cocoa powder, paste and chocolate '60; F. Chocolate £1 175 9d, cocoa ground £2 145 1od; G. Cocoa prepared and chocolate £2 os 8d; Gr. Cocoa free, ditto ground paste and chocolate £4 16s; M. Chocolate prepared with sugar £1 15 2d, all other kinds free; I. Cocoa 57/82, cocoa in the berry 40/7/68, crushed, ground or in paste 50/96; Nie. In beans or ground 5d per hij. N. Cocoa in powder, cakes or lumps, and chocolate £1 25 7d, cocoa beans and pods \$d\$ per kilo; P.R. Per kila, 32 cts; P. Per kilo, ocoa and husks of the same 30 r, chocolate 130 r; R. Cocoa ground or in tablets £1 35 5d; chocolate £1 45 5d; Rus. Cocoa ground without

Cocoa—continued.

sugar £2 14s 2d, chocolate £3 18s 10d, with an addition of 20% on each rouble of duty leviable; S. Cocoa, caracas and the like £17s 2d, Guayaquil and the like 19/23, transitory duty is addition to the above 6/6, chocolate £1 6s 2d; Sn. Cocoa 16/11, chocolate £1 8s 2d; St. Cocoa 7dd, ditto in powder and chocolate 6/6; T. 8% 2 v; Ur. Chocolate 44% a v, in paste 0'30 per kilo.

Ur. Chocolate 44% a v, in paste o'30 per kilo.

Coffee.—A. Raw £2 os 8d per cwt, imported by sea £1 178 7\}, roasted £2 tos 10d; Ar. Per kilo 8 c; B. 40\], roasted 5/3\frac{1}{2}; D. Raw 14/1\frac{1}{2}, roasted and coffee substitutes 16/5\frac{1}{2}; F. Husks and berries £3 35 5d, roasted or ground £4 45 6\frac{1}{2}; G. Raw £1 tos 4d, roasted or ground £1 55 5d; Gr. Raw or roasted £1 58 7\frac{1}{2}; H. Free; I. Raw £2 105 11d, roasted £4 15 3\frac{1}{2}d, chicory 3/3; N. 33'4 per kilo; Nic. In beans or ground 2\frac{1}{2}; P. Husks and berries from Portuguese possessions 18/3\frac{1}{2}, husks and berries from all other places £1 145 3\frac{1}{2}d, roasted or ground and chicory £2 145 10\frac{1}{2}f, Rus. Coffee and chicory £3 145 10\frac{1}{2}f, Sp 7d; S. All kinds, conventional tariff 1/10\frac{1}{2}f, general tariff £1 05 4d, ditto transitory duty 10/11\frac{2}{2}; Sn. Raw 14/8, roasted and chicory 19/9; Sz. Raw 15, roasted 1/10, chicory 3/3; T. 8\frac{1}{2}a v. T. 8≯a v.

Coke.—See Coal, Cinders, and Patent Fuel.

Combs.-See Indiarubber and Gutta Percha.

Combs.—See Indiarubber and Gutta Percha.

Confectionery, per cwt.—A. £2 9s 8d; Ar. Biscuits of all kinds 9 cts per kilo, preserved fruits 45% a v; B. Sweetmeats (see Sugar, Refined), other kinds 10/2; Br. '500 per kilo and 30%, jams '100 per kilo and 30%, crystallised jams '850; C. Confectionery, conserves in sugar, sugar of all kinds 35% a v; Ch. Almonds 0 450 per pecul, biscuits all kinds free, preserves, comfits and sweetmeats, 100 cattles 0'5'0'; D. 16/6; F. Without sugar or honey 3/3, preserved with sugar or honey and marmalade 11/, sweetmeats £1 35 7d; G. £1 10s 6d; Gr. £4 165; H. £1 1s 3d; I. Plain biscuits 16/3, confectionery and preserves with sugar or honey £1 16s 2d, bread and ships biscuits 3/73; M. Sweets of all kinds l.w. 1'00; NI. Fruits not specially classified 5% a v; Nic. Per lb. Confectionery and all kinds of sweets 5d, preserved olives and capers 1d, syrup and jelly of any kind 5d, confections, bonbons, preserved fruits, pastilles, in wrappers and packets 5d, sweetmeats, residues of brown sugar, in loaves or cakes 1d, fruit seences for syrups 5:1, macaroni and other farinaceous pastes such as see biscuits &c. 14d, dried fruits sugar, in loaves or cakes 1d, fruit essences for syrups 2/1, macaroni and other farinaceous pastes such as sea biscuits &c. 12d, dried fruits not preserved 3d, fruits of all kinds in sugar, honey or rossolis 4d; N. Cakes, biscuits, and preserves £1 2s 7d, other kinds £1 6s 4d, apricot kernels 92d per kilo; P. In syrup 17/5, dry £1 11s 2d; R. Bon-bons, syrups, &c. £4 1s 3d, fruit preserved in sugar, orfhoney preserves, marmalade, &c., £2 12s 10d; Rus. Cakes and biscuits, g w £1 14s 6d, other kinds £3 18s 10d; 8 £1 14s 6d; 8n. £1 6s 6d; 8z. Cakes 2/2 8z, biscuits and fancy pastry without sugar 6/115, articles prepared with kola, with label £1 10s 7d, kola in powder, boxes &c. without label 6/4, galettes, biscuits, and pastilles of kola 10/92; T. 8% av; Ur. Biscuits all kinds, and sweetmeats 44% av. Conner and Brass.—See Bers, Salted.

Copper and Brass.—See Brass and Copper.

Copper Sheets.—See Brass and Copper. Copper Wares. - See Brass and Copper.

Copper Warea.—See Brass and Copper.

Copperas, per cwt.—A. Sulphate of iron (green copperas) 2½d, other kinds 1/6½; B. All kinds free; Ch. 1 mace per pecul; D. All kinds free; F. Sulphate of copper 1/2½, sulphate of iron 3½d, sulphate of quinine 4,5 as 6d; G. All kinds free; Gr. Free; H. All kinds free; I. All kinds 9½d; N. All kinds free; Nic. Green copperas or sulphate of iron 4½ per lb; P. All kinds 7½d; R. Free; Rus. Green copperas 3/2, other kinds 4/11 with an addition of 20% on each rouble of duty leviable; Sal. 1½d per lb; S. Sulphate of iron (green copperas) 7½d, other kinds 4/04, sulphate of copper free; Sn. All kind free Sz. All kinds 1½d; T. 8% av.

Cordara and Twine, per cwt.—A. Rones, cables, cords, also bleached, tarred

Cordage and Twine, per cwt.—A. Ropes, cables, cords, also bleached, tarred 5ft per 100 kilos, all other ropemaker's wares 18ft. (Notr.—Cocoa and similar fibres twisted into ropes for the manufacture of mats, &c., when fulfilling all conditions imposed by Government on receiving a permit, free.) B. Cordage free; Br. Of cotton, in pieces, '120 per kilo and 30%, manufactured '150 per kilo and 30%, of linen '250 per kilo and 30%. C. Old free; Ch. Manilla 100 cattles 0 3 50; D. 2 44.

Cordage and Twine—continued.

F. Of esparto grass, lime tree bark and reed 1/64, other, measuring 2,000 metres or less, of single thread, to the kilogramme 6/1; Q. Bleached or tarred 5/1, other kinds 12/2; Gr. Tarred or not 8/, of esparto grass 3/2; Hay. Ropes 6/3, twine 14/; H. Cordage free; I. Of esparto, linden (tigiti) and the like 7/31/3; J. 1 boo 25 cents per 100 catties; M. Ropes of aloes and hemp up to 3 centimetres in diameter or 94/2 millimetres in circumference free, iron and steel wire cables of any thickness free; Nl. Ropes, &c., cables and rigging, and other cordage free; N. Tarred and untarred ropes and twine over two millimetres in diameter free, other kinds 1/8½; PR. Tackle and cordage 5 pesos 80 centavos per 100 kilos; P. Cordage, ropes, cables, and other articles for shipping, except metals, 80 r per kilo; R. Cordage 18/3, twine £1 98 2/d; Rus. 4/4 with an addition of 20% on each rouble of duty leviable; Sal. g w 7/d per lb; 8. 7/8; 8n. Cordage free, twine and string 11/4; 8z. Twine 6/6, cordage 1/2½; T. 8% a v; USC. Cords for bridle rein (cotton) 1cd, tarred cords and ropes 2/d, other 1/8 per kilo; Ur. Rope and twine less than 2in thickness 20% a v.

Corduroys.—See Woven Manufactures.

Corn.—Ar. Rice and chintzes 15% a v, separated maize 4 c, per kilo; F. Maize

Corn.—Ar. Rice and chintzes 15% a v, separated maize 4 c, per kilo; F, Maize (in grain) per 100 kilos 2/4½, maize flour 3/11½, rice, shelled 4/9, unshelled 2/4½, rice flour 6/4, dari and millet grain 2/4½, flour 3/6½, maize, rice and hard wheat for manufacture into starch free; I. Rice in husk £1 198 7d per ton, half-prepared £2 198 4½d, cleaned £4 78 1d; N. Maize flour, split or crushed 6d per 100 kilos; Nic. Pearl barley 1½ per lb; flour 2d per 1b; P. Corn o'85d per kilo.

Corned Beef and Pork.—See Beef, Salted.

Cotton, Yarns and Thread. - See Yarns and Thread (Cotton). Cotton (Woven Manufactures). - See Woven Manufactures (Cotton).

Counterpanes. - See Woven Manufactures.

Cretonnes. - See Woven Manufactures.

Curtains.-See Woven Manufactures.

Cutlery.-See Iron and Steel.

Damasks,-See Woven Manufactures.

Dimitles .- See Woven Manufactures.

Distilling Apparatus. - See Brass and Copper; also Iron and Steel.

Drain Pipes .- See Earthenware and Porcelain.

Dredges.-See Ships and Boats.

Driving Gloves.—See Hides and Skins. Druggeting.—See Woven Manufactures. Drying Oils.—See Grease. Drying Oils.—See Woven Manufactures.
Drying Oils.—See Grease.
Earthenware and Porcelain, per cwt.—A. (a) All most common earthenware not otherwise specified, bricks, tiles and earthen pipes, stoves and architectural ornaments of earthenware or terra-cotta free, (b) graphite vessels, gas retorts, crucibles, pipes, plates, jars and vessels for manufacturing purposes, of common stoneware or fireclay 6d, (c) stoves and parts of stoves, and tiles for floors and walls other than of common earthenware 3/od, (d) earthenware included under (a) and (b) combined with wood and iron not polished or varnished 2/od, (c) earthenware not otherwise specified, (r) of one colour or white 5/1, (2) of two or more colours. bordered, painted, printed, gilt or silvered 8/2s, (f) porcelain, white 7/1, (g) (1) porcelain of all other kinds, plain or in combination with other materials 15/3, (a) fine earthenware of all kinds in combination with other materials 15/3; the new tariff makes the following changes—Common bricks (roof or wall) and earthen pipes. not glared, free, glazed bricks and gutter tiles 6d per cwt, Chamotte goods, bricks of ordinary size each weighing up to 5 kilos, 6d, others 1/2, paving materials and pipes made of common B. stone, also pipes made of glazed earth 1/2. B. Crucibles and retorts, bricks, files and drain pipes, also paving tiles free, common Br. earthenware 1/d, fine earthenware and porcelain 10% a v; Br. Medical instruments not otherwise distinguished, and parts 2,600 f, toys (children's) 7,000 f to 3,000 f, pipes, cigar and cigarette holders, of clay or porcelain, with tubes of horn or wood 650 f; C. Earthen-Ch. ware, fine, porcelain 35% a v; Ch. Coarse chinaware 0/4/5/o, per 100 cattles, fine 0/9/00 pottery earthenware 0/0/5/0; Cor. Common stone and chinaware 7/4/5, fine 10/2 a v; D. Bricks, paving bricks, tiles and earthen pipes free, pottery of common earthenware.

Earthenware and Porcelain—continued.

as 28x returns, crucibles, &c., including graphite crucibles 64d, dittoo often list and tobacco pipes, gilt or allevened, with real or false gold or allever 18 to, other kinds 7/1, porcelain, colouwed, gilt or silvered for false fold or allever 18 to, other kinds 2/1, porcelain, colouwed, gilt or silvered for false fold or allever 18 to, other kinds 18/10; E. Other kilo; F. Bricks, tiles and drain pipes, common; crucibles and gas retorts, common earthenware, plain, glased or not free, ditto glazed with decorations in bas-relief of one or more colours, flat or hollow 2/04, stoneware apparatus and articles for the manufacture of chemical products free, common, flat or hollow, as bottles, plates, flasks, household and kitchen utensils, &c. 1/7), other plain and ornamental ware of fine paste, washed and baked 3/3, tiles, decorated or not, of different paste, grain or colour 2/21, tiles, not decorated, of one colour, paste and grain throughout 47d, chinaware stanniferous, of coloured paste, with white and coloured glaze, with plain moulded ornaments. of one colour, not finished by hand free, and finished by hand, irol, fine, white or coloured, with a glaze of one uniform colour 3/2, pasted and decorated, also parian or biscuit, white or coloured 3/2, decorated and forested to the colour 3/2, pasted and decorated, also parian or biscuit, white or coloured 3/2, decorated and of extra thickness 4/10.); G. Common bricks, tiles, pipes, and pottery unglazed free, firebricks 3/4, glazed tiles and bricks, paving tiles, architectural ornaments, also of terra-cotta, glazed pipes, pans, jars and other vessels of common stoneware, except real or initiation porcelain, (1) of one colour or white 3/1, (2) of two or more colours, bondered, printed, painted, glit or silvered 3/2, (3) in combination with other materials (provided such articles cannot be classified under the materials (provided such articles cannot be classified under the materials (provided such articles cannot be classified unde

Earthenware and Porcelain-continued.

henware and Porcelain—continued.

R. ceramic products, not distinguished 2 r, firebricks free; R. Common pottery, including bricks, drain pipes tiles, &c. unglazed old, common earthenware or stoneware, varnished or unvarnished 61rd, chinaware (fatences) of all kinds, white or coloured, printed, gilt, silvered or not, plain or with designs or ornaments in relief 61rd, porcelain of all kinds, white or, coloured with one or several colours, pranted, gilt, silvered or not, plain or with designs or ornaments in relief 12rd, fancy articles in porcelain, biscuit and fatences, such as vases, statuettes, inistands, &c., candlesticks, lamps and similar articles, plain, painted or gilt, or combined with bronze, carved wood, mosaic, &c. Rus. £5 1s 7d; Rus. Common earthenware and stoneware, as bricks, fire-bricks tiles, slabs, drainage and water pipes 3dd per cwt, ordinary bricks 1/d, pottery ware or stoneware of common clay, coloured or gilt for the decoration of rooms 10 10, other kinds, as household intensils, &c. 2/2, earthenware (china) white and of one colour, dyed in the paste without ornaments, except a moulded pattern 8/4, with patterns, rings, borders and edges of one colour 10/10, painted or with gilt or variegated patterns £1 7s rd, china rollers for millstones consisting of cylinders of china fixed to iron axles 4/sl per poud, porcelain vessels, white or of one colour and with coloured or gilt adges or borders, but without other ornaments £2 3s 4d, ditto painted or with coloured or gilt patterns, arabesques, flowers or other ornaments £4 6s 8d, articles of porcelain, such as vases, statuettes, candlesticks, table ornaments. with coloured or gilt patterm, arabesques, flowers or other ornaments £4 6s 8d, articles of porcelain, such as vases, statuettes, candlesticks, table ornaments, &c. white or of one colour £4 6s 8d, painted, gilt or with bronzed ornaments £8 12s 5d. NOTE—(1) Crests and cyphers are not considered ornaments, (2) packing cases in which china, &c. is imported, pay duty according to the material of which they are made with an addition in each case of 2o 7 on each rouble of duty leviable; Sal. Per lb, Earthen, stone, and china ware, ordinary g w 2jd, imitation porcelain g w 3d, fancy ware g w 7jd; S. Roofing tiles and bricks for building purposes 33d per ton, tiles for walls and floors, glazed, tubes, drain pipes, &c. 7jd per cwt, stoneware and fine earthenware 10/9, porcelain 1s/3; Sn. Earthenware, tiles, paving, not exceeding three-quarters of an inch in thickness 1/8½, ditto other kinds and bricks free, earthenware and terra-cotta not otherwise specified 3/11s, stoneware or chinaware, white or of one

Sal. Sn.

paving, not exceeding three-quarters of an inch in thickness 1/8\frac{1}{2}, ditto other kinds and bricks free, earthenware and terra-cotta not otherwise specified 3/11\frac{1}{2}, stoneware or chinaware, white or of one colour, not painted \$\frac{1}{2}\$, painted or printed \$\frac{1}{2}\$, porcelain, white or of one colour 13/1, gilt or painted with figures or flowers \$\frac{1}{2}\$ fo \$6d; \$\mathbb{Z}\$.

Common bricks, pipes, plates, flags, not otherwise mentioned \$\frac{1}{2}\$, diles or slabs of stone formed of one or two masses, but presenting only one colour, \$\frac{1}{2}\$, enamelled ditto, of more than one colour \$\frac{1}{2}\$ st, pipes, plates, squares, oiled, varnished or grey, not otherwise mentioned not painted, without stamped designs, not polished, plain, or simply channelled, without raised ornaments, gas brackets from \$\frac{1}{2}\$ stode \$\frac{1}{2}\$ stone ware with grey or red fracture, glazed or not, common grey pottery, orncibles, earthen pipes \$\frac{1}{2}\$ (1 SBC, (per kilog). Common earthenware with grey or red fracture, glazed or not, common grey pottery, orncibles, earthen pipes \$\frac{1}{2}\$ (1 SBC, (per kilog). Common earthenware for filling, and in general common pottery \$\frac{1}{2}\$ these, pipes, Ur. and channels for pumps, drains, and roofs \$\frac{1}{2}\$ d. Ur. tiles for rooling Ven. or flooring and plain tiles \$\frac{1}{2}\$ (SBC, (Per. 2nd class tiles, bricks, 3rd class tobacco pipes, pottery not specified, 4th class flower pots, porcelain, chinaware and imitations, 5th class toys, images, inkstands, paper-weights.

Electric Lamps and Machinery.—A. \$\frac{1}{2}\$ 10/ per cwt; \$\frac{1}{2}\$, if copper \$\frac{1}{2}\$, if copper \$\frac{1}{2}\$, incandescent lamps \$\frac{1}{2}\$, decessories \$\frac{1}{2}\$; \$\frac{1}{2}\$. Machinery is every weighing less than 30 kilos free, if less than 50% of cast iron \$\frac{1}{2}\$, incandescent lamps \$\frac{1}{2}\$, focassories \$\frac{1}{2}\$; \$\frac{1}{2}\$. Machinery if every, from 50 to 75\frac{1}{2}\$ of cast iron 4/0\frac{1}{2}\$, focassories \$\frac{1}{2}\$;

Embroidered Wares. - See Woven Manufactures

Encaustic Tiles. - See Earthenware and Porcelain.

Engravings.—See Paper, &c

Epsom Salts, per cwt.—A. 4/0}; B. Free; D. Free; F. Free; G. Free; Gr.

Free; H. Free; I. 7/d; N. Free; P. 5% a v; H. 4/1; Rus.
1/52; S. 22/d; Sn. Free; Sz. 1/d; T. 5% a v.

Felt Hats.—See Hats.

Firearms .- See Iron and Steel.

Fire Bricks .- See Earthenware and Porcelain.

Fireclay.—A. Free; B. Free; D. Free; F. Free; G. Free; Gr. Free; H. Free; L. id per cwt; N. Free; P. Free; R. id cwt; Rus. Free; S. 6d per ton; Sn. Free; Sz. Free; T. 8% a v.

Fire Engines .- See Iron and Steel.

Free: 1. Id per cwt; N. Free: P. Free; R. Id cwt; Rus. Free; S. 6d per ton; S. Free; S. Z. Free; T. 8% av.

Fire Engines.—See from and Steel.

Fish, per cwt.—A. Fresh, except shell-fish, free, shell-fish ro/s salted, smoked or dried 3/01, caviar \$\frac{1}{2}\$ tos, fish prepared in casks 15/2, fish preserved in cases, bottles, &c. \$\frac{1}{2}\$ os \$\frac{1}{2}\$

Fish-continued.

Fish—continued.

salted 2/04, sardines salted 94d, shell-fish 44d; sardines, anchovies,
salted 2/04, sardines salted of preserved anchovies and sardines, tunny fish 11/4, salted or preserved other kinds free;

8t. 6t. Fresh 1/04, salted, smoked, dried or prepared in any other manner, in cases of 5 kilos or more in weight 94d, ditto in cases or packages of less than 5 kilos in weight 6/6, oysters, lobsters,
T. UR. mussels, &c., fresh 12/2; T. All kinds 8½ a v; UR. Fish in brine USC.
ven. other, per kilo, 24d; Ven. 3rd class fish, salt or smoked, sardines.
Flannel.—See Woven Manufactures.
Flannel.—See Woven Manufactures.

Floor Cloth.—See Woven Manufactures.

Foulards.—See Woven Manufactures.

Fringes.—See Woven Manufactures.

Furnaces. -- See Iron and Steel.

Furniture. - See Household Furniture.

Fustians.—See Woven Manufactures. Galloons.—See Woven Manufactures. Galvanised fron.—See Iron and Steel. Garden Seats.—See Iron and Steel.

Gauzes. - See Woven Manufactures.

Qin .- See Spirits.

Gin.—See Spirits.

Girhs.—See Woven Manufactures,
Girhs.—See Woven Manufactures,
Girhs.—See Woven Manufactures,
but not white, not pressed, not polished, figured or ground 2.04,
mirror glass, rough and unpolished, also glass in rough masses, cast
sheets, rough and ribbed, tubes, rods and plates without distinction
of colour, for blowing or making beads or buttons, glaze and enamel
in masses, optical glass, not cut in lenses, rough, unfinished 1.64,
white hollow glass, transparent, not figured, preased, ground, or
polished, and hollow glass of natural colour, or white with ground
stoppers, bottoms, or rims 4.04, pendants, buttons, coral, pearls,
heads, &c., coloured or not 2/04, window glass in natural tints
(green or half or wholly white), not polished or figured 4/02, white
hollow glass, transparent, pressed, polished, ground, cut, figured, or
engraved, also heavy white glass not specially enumerated 8/2, glass,
coloured, not otherwise specified, painted, gilt, or silvered, false
jewellery, not set, all polished, silvered, or figured plate-glass and
mirrors framed 12/2, glass and enamel wares not otherwise specified,
combined or not with other materials, provided they do not come
under the head of small ornamental wares, 2/2, optical and watch

mirrors framed 12/2, glass and enamel wares not otherwise specified, combined or not with other materials, provided they do not come under the head of small ornamental wares, 12/2, optical and watch B. glasses finished and polished, £2 10s 10d; B. Common bottles, &c., 42d, other kinds 10% a v, broken glass free; Br. Children's toys 1,000 to 3,200 r, mirrors, with frames, small, from 450 r to 3,200 r, other, not distinguished 48% a v, bottles, glasses, and graduated measures for use in pharmacy 550 r; C. Looking-glasses 25% and Ch. 35% a v, bottles, jars of all kinds 15% a v; Ch. Glass and crystal ware free, glass, window, per box 100 sq. feet 0'1/3'0, glass armlets, beads, and vitrified ware 100 cattles 0'5'0'0; Cor. Cor. Window 7½% plate and manufactures 10%, beads 30% a v; D. D. Glass, unpolished, in sheets or panes, window glass, patern or skylight glass, common green or brown hollow ware, as bottles, milk-pans, or retorts, and rough, unpolished plate-glass 3'64, polished plate-glass, unsilvered, in sheets measuring up to 800 Danish square inches £1 8s 3d, ditto 1,800 Danish square inches and above £1 17s 8d, silvered plate-glass, polished or not (including weight of frames) 25% above the duty on unsilvered, glass wares, combined with metal, also polished glass-flux drops, beads, &c. £1 17s 8d, other kinds 16/6; E. Glass 6d, bottles 1d, all other manufactures 6d, eyeglasses of all descriptions 4 per kilo; F. Bottles, full or empty, all kinds 1 2½, window glass 1.5, ditto coloured, polished or engraved 6'1, watch and optical glasses, rough 6'1, ditto cut or polished £3 os 7d, table glass, white or of one colour, plan or moulded 1/5, ditto cut or engraved 4'0½, ditto decorated with gold or colour 10's, plate-glass of less than ½ square metre or more, polished or silvered 2: per square yard, vitrification and enamel, in masses or tubes 1/6 per cwt ditto in beads, cut and pierced imitation jewels, &c. 4.'0½, spun glass and imitation coral 4'10½, broken glass or cullet free,

Glass and Glass Wares-continued.

ther kinds of glass or glass wares 7/6; G. Glass and glass wares (a) green and other naturally coloured hollow-glass, not moulded, cut, nor ground, also with common basket covering, glass mass, rough optical glass, rough cast sheets of ribbed glass (for skylights), enamel and glazing in the lump, glass tubes and rods without distinction of colour, such as are used for glass blowing and bead-making 1 6\(\frac{1}{2}\), (b) white hollow glass, not figured, cut, ground, nor moulded, but with cut or ground stoppers, bottoms, or rims 4/62 per gross cvt, (c) window and plate-glass in its natural colour (green or partly or wholly white), not cut or figured, when the height and breadth together are not more than 120 centimetres, 3/6 per cwt, from 120 to 200 centimetres 4/6\(\frac{1}{2}\), over 200 centimetres, 3/6 per cwt, from 120 to 200 centimetres 4/6\(\frac{1}{2}\), over 200 centimetres, 3/6 per cwt, from 120 to 200 centimetres 4/6\(\frac{1}{2}\), over 200 centimetres, 3/6 per cwt, from 120 to 200 centimetres 4/6\(\frac{1}{2}\), over 200 centimetres, 3/6 per cwt, from 120 to 200 centimetres, 3/6\(\frac{1}{2}\) per gross cwt, (c) pendants to chandeliers, glass buttons, coloured or not, massive white glass not otherwise mentioned, moulded, pressed, cut polished, ground, engraved or figured glass, not included in a, and f12/2. (NOTE.—Small glass plates, pearls, bugles, and drops of glass, coloured or not, 2/6\(\frac{1}{2}\). (f) Coloured, not included in a, and f2/2\(\frac{1}{2}\). (NOTE.—Small glass plates, pearls, bugles, and drops of glass, coloured or not, 2/6\(\frac{1}{2}\).) (f) Coloured, not figured, cut, ground, painted or gilt glass, paste (imitation jewels), not set or cut, glass and enamel wares, in combination with other materials, provided they cannot be classified under the head of small ornamental wares 1/5\(\frac{1}{2}\). Opal and alabaster glass, not figured, cut, ground, painted, nor moulded, with or without cut or ground stoppers, bottoms, and rims 5/1\(\text{1}\) poken glass rec; Gr. common bottles,

With surface up to } square metre 1 1 18 5 " 77 ,, ,, ,, ,, 2 ,, 2 ,, 3 ,, ,, 2 11 2 17 ,, ,, " 3 " 3 ,, " 3 10 •• ,, above 4 ٠, ,,

J.

Nic.

Glass and Glass Wares—continued.

johns 2/5, broken glass free, glass, crystal and enamel, in form of pearls, cut as gens, or in pendants for chandeliers and other similar wares 12/21, vitrifications and enamel in cakes, sticks, or powder 2 of the continued of

wares 12/21, vitrifications and enamel in cakes, sticks, or powder 2 of; 3.53 cents per box of too sq feet; NI. Glass and glass work of all descriptions 10% a v; NIc. In sheets, bottles, drinking glasses, and lamp tubes ad per lb., candelabra, lustres, flower vases, and the like 4d, physical, chirurgical, and chemical free, looking glasses, all kinds 5d, eye-glasses, spectacles, &c 6/3, ditto mounted in gold or silver 3 1½; N. Common bottles or flasks not cut or ground free, plate or sheet glass silvered, including mirrors 13/, not silvered, but cut and painted, gilt, varnished, engraved, polished or figured 7/4, other kinds 3 4%, patent and skylight glass free, milk-pans, pickle-jars, retorts, and telegraph insulators free, optical and burning glasses, unset enamel ditto free, other glass wares, including flasks covered N.

retorts, and telegraph insulators free, optical and burning glasses, unset enamel ditto free, other glass wares, including flasks covered with wicker work 15/3; Per. Glass 45%, manufactures 45% a v; PR. PR. Glassware, hollow, common, or ordinary 4 peso 60 c per 100 kilos, crystal, hollow, and glass initation 8 peso 05 c, window and plate glass 3 peso 01 c, glass and crystal, quicksilvered, and crystals for spectacles and watches 18 peso 40; P. Glass vessels, common, of any colour 20 per kilo, glass and crystal in polished sheets, with or without frames 27% a v, glass and crystal in polished sheets, with or without frames 27% a v, glass and crystal, manufactured, not otherwise classified 110 r per kilo; R. Enamel, glass mass, glass in rods, stems, or unshapen pieces, and in the rough 41, window glass or glass in sheets, green, half white, or entirely white 2/01, common, i.e., sheet glass of natural colours, green, white or half white, ground or not, engraved, ornamented, cut, painted or not £1 os 5d, mirror glass not exceeding either in breadth or length 16/4, mirror glass exceeding either in breadth or length 16/4, mirror glass exceeding either in breadth or length 16/4, mirror glass exceeding either in breadth or length 16/4, mirror glass exceeding either in breadth or length 16/4, mirror glass of natural colour, black, yellow, half white or entirely white, neither ground, moulded, engraved, ornamented, cut, painted, gilt, nor silvered, nor combined with other materials 6/1, glass moulded, ground, engraved, figured, but not coloured or cut 8/2, moulded, ground, engraved, figured, but not coloured or cut 8/2, various articles (except those enumerated under the heading of fancy various articles (except those enumerated under the heading of fancy articles, &c.) of glass of any colour, but neither ground, engraved, moulded, ornamented, cut, painted, gilt, silvered, nor combined with other materials, such as tubes, cylinders, globes and shades for lamps, drops, imitation pearls, bracelets, rings, buttons, &c. 16³, articles of coloured glass, such as imitation pearls, corals or jet 15⁵, glass moulded, ground, engraved, figured, but not coloured or cut 8², glass, cut, coloured, painted, gilt or silvered, and pendants for lustres £10 ad, fancy articles of all kinds of glass, such as statuettes, inkstands, toilet articles, candlesticks, lamps, and similar articles, combined or not with other materials, except precious metals Rus. £4 18 6d; Rus. Manufactures of green bottle-glass, plain, with moulded patterns or letters, but not cut or ground 5/5. Note.—Wine bottles are admitted duty free at the ports of the Black Sea and Sea of Azov, and at the custom-houses of the Bessarabjan

Wine bottles are admitted duty free at the ports of the Black Sea and Sea of Azov, and at the custom-houses of the Bessarabian frontier. Window glass of all kinds, green, half white or white 11/10, ditto coloured (dyed in the paste), milk white, dull or reticulated L_1 is 8d, articles of white or half white glass, plain or with patterns, not cut nor ground, but with or without ground bottoms, stoppers, &c. 11/10, f articles of coloured or double glass, of glass milk white, dull or reticulated, plain not ground or cut, and with or without ground stoppers, &c L_1 is 8d, cut and polished, or painted, gilt or silvered, with cut or engraved patterns, or with bronze or other ornaments L_2 &s 8d, mirrors or crystal cut or ground, but without ornaments L_2 35 4d, mirrors or silvered plate glass for mirrors having a superficies of 100 square vershoks or less L_1 is 8d, L_2 :— راً ع 8d‡:-

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with an addition of 1 cop per square vershok (42d per square look)

Glass and Glass Wares—continued.

for each additional soo square vershoks. North—Mirrors, & Controlled in transit, will be charged dirty on each piece separately that proken in transit, will be charged dirty on each piece separately that measures more than a 55 guare vershoks, calculating the measurement according to the largest rectangular piece that can be cut out of each fragment; broken pieces of 25 square vershoks or less are admitted duty free, glass or mirrors without amalgam are charged gold less duty than the above, according to size; buggles and beads on strings 17/9 per cvt.? bugles in articles and set £7 5°s. rod, i button \$2.1, 75°t, 801. Beads, gw 16/9 per bo, coloured or ornamental, gw 21/9 glass and crystal in plates and sheets 6/6, ditto allvered, also glasses for spectacles and watches £1 85 rd, 800. gw 16/10 glasses, but not otherwise cut, also apothecaries vessels with emboseed marks 5/8 per cwt, all kinds of glass for chemical purposes, all kinds of optical glasses, patent or skylight glass fee, rough unpolished window or mirror glass ½11/9 polished, not silvered, of square metre and less in size 8/6, above 8 guare metre 4/6, silvered of glass six chemical purposes, all kinds of glass six produces and purpose of the six six size 8/2, above 8 guare metre 4/6, silvered of glass six printications, polished or not £3 rgs, other kinds of glasses, patent of six six six glass vitifications, polished or not £3 rgs, other kinds of glasses wares, including decanters and pressed and polished flasks 19/9; 8z. Class for roofing, glass tiles, skylights 2/10/6, window glass, common white 2/10/4, ground 5/0, coloured 6/6, with designs or ground 10/8, blown glass and glasswares, glass rods for industrial purposes, common bottles, 8c. of brown, black, or green glass 7/4/4, common glasswares not otherwise metal watch glasses for formal all other glasswares not otherwise metal watch glasses for formal all other glasswares not otherwise metal watch glasses for formal glass for filling 16 deministry for the sign

and Silver Wares—continued.

F. except gilt or plated als per kilo; gilt, plated, or metal 4/a; F. Gold leaf 7/46d, silver leaf 5/97d, gold and silversmiths' wares, all kinds and imitation jewellery 1/49d, plated wares 3/26d, excise duty in addition, on silversmiths wares 5/97d, on goldsmiths' wares 9/4; G. Wares of gold or silver, plain or in combination with other materials, also gold and silver leaf a 2/46d.

Gr. Gr. Gold wares fof all kinds 3/2, silver wares not gilt or enamelled 1/76od, ditto gilt or enamelled 11/40d; Hl. Jewellery 10%; H. Gold and silver leaf and wire 3/2 a v. gold and silver leaf 3/24d; Hl. Jewellery 10%; H. wares 5/5; l. Gold in ingots, dust and scrap free, rolled, in sheets and spangles, and drawn in wire 4/d, wound on silk 3d, in leaves, including the weight of the books, f/d in money free, silver in ingots, dust and scrap free, rolled, in sheets and spangles, and drawn in wire 14d, wound on silk 3d, in leaves, including the weight of the books 1/d in money (in coin of the Latin Union) free, goldsmiths' work and gold plate 1/50, silver wrought, also gilt or silvered wares 2/0d, jewellery of gold 3/500 silver or silver in silvered wares 2/0d, jewellery of gold 3/500 silver or silver in bars, ingots or pieces, coined and gold dust free, gold and silver in bars, ingots or pieces, coined and gold dust free, gold and silver in bars, ingots or pieces, coined and gold dust free, gold and silver in fance. All silver in silvers work galloon trimming and thread 10% a v. Nic. Nic. Per 1b, Jewels of any kind, imitation gold and silver 10.5, fancy articles of gold 2/s 18d, ditto of gold or silver with precious stones 6/3 as 6d, silver of any kind, instainon gold and silver 10.5, fancy articles of gold 2/s 18d, ditto of gold or silver with precious stones 6/3 as 6d, silver of any kind, instainon gold and silver 10.5, fancy articles of gold 2/s 18d, ditto of gold or silver in monthed 2x os rod, diamonds polished or not 2/s, 4s 2d.

N. Gold and silver leaf free, wire-drawers work, of gold or silver, Gold and Silver Wares-continued. HI.

Gold Leaf. - See Gold and Silver Wares. Gold Lear.—See Gold and Silver Wares.

Grease, per cwt.—A. 1/o\(t \) B. Free; Br. Tallow, raw or rendered 70 per k., in candles and purified for pomades 320 per k.; Ch.

Animal tallow, 0'2'0'0 200 catties, vegetable 0'3'0'0, varnish 80 crude liquors 0'5'0'0; Cor. Varnish 80 a v; D. Refuse of fat or train oil, also carriage grease 2/4\(t \), tallow 4.8\(t \); F. Grease of fish 2'5\(t \), ditto other kinds free; G. Animal fat (other than lard) 1 o\(t \), carriage grease 1/6\(t \); Gr. 6'4\(t \); Hay, tallow 4/8; M.

Free. (Note.—Cart grease in boxes, pots, and cases, &c., of one kilogramme pays a duty of 5\(t \) a v); I. Varnish made with spirits 12'2, with addition of 36 lire per factol. of alcohol contained on

Grease-continued.

basis of 70° of strength, all other kinds 3/a; Nic. Tallow and all animal fats 1 d per lb; N. Fat, train oil, spent fish oil free, varnishes, drying oils and polish 41 11s, wagon grease 2/3½; PR. Varnishes 7 peso 54 cts per 100 kilo, grease 5 peso 80 cts per 100 kilo; P. Free; R. Grease of fish 4/1, tallow and all grease employed for industrial purposes free: Rus. 2/1½; 8. 42d; 8n. Machine and carriage grease 1/1½, tallow free, spirit 1/3½ per kilo, other 3½d per kilo, spirit varnishes imported in receptacles containing more than 20 kilos 5d per kilo; 8z. Tallow 2½d, carriage grease 9½d, varnish and lac of all kinds, also oil varnish 21/2, and all fats serving for food not distinguished 2/0½; T. 8½ a v. (Note,—Grease for soap stocks free); USC. 10d per kilo, tallow ½d.

Grindstones.—A. Free; B. Free; D. Up to 14 inches diameter 1d each, From 14 inches to 20 inches wide, 1d

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of 42 inches diameter and above 44d per cubic foot; F. Free; G. 13d per cwt; Gr. Free; H. Grindstones small 5%, ditto other kinds and millstones free; I. Free; N. Free; P. 3d per cwt; R. Rough stones for millstones 1d, millstones, French, of all sizes £1 185 yed each, ditto of Carpathian quartz £1 85 rod, ditto common of trachite and others 14/5, grindstones 1/3\frac{1}{2} per cwt, millstones of all kinds 12/2 per pair; Rus. 34d per cwt, grindstones of all kinds 12/2 per pair; Rus. 34d per cwt, grindstones unmounted 1\frac{1}{2}\frac{1}{2}\text{ T. 8% a v.}

Gunpowder.—See Iron and Steel.

Haberdashery.-See Woven Manufactures.

Hammers. -See Iron and Steel.

Hams .- See Bacon and Hams.

Handkerchiefs.-See Woven Manufactures.

Hardwares .- See Iron and Steel.

Harness. - See Hides and Skins.

Harness.—See Holes and Skins.

Hats, Beavers, Silk, &c., per cwt.—A. Of felt £4 118 5d, of silk £6 128 1d;

Ar. Of all sorts 40% a v; B. 10% a v; Br. Of hare, otter, or beaver skin and hair, plain 2-200 each, ditto ornamented 4 500 each, of chilian, Peruvian, or Manilla straw 2-400, of Italian and similar straws, without ornament 1'000, of itec, oat, palm, and similar straws, without ornaments 1'000, of all other kinds, without ornaments 88% a v, hats of straw 1:500 each and 30% (Chili, Peru), ditto Italian 600 and 30%; C. Hats, excepting commons, 35% a v; Ch. Felt caps 1'2'50 per 100, silk caps 0'9'00 per 100; D. Silk 11d each, other kinds £7 108 5d per cwt, E. 2/1 per kilo, trimmed for ladies 4/2; F. Felt 2\frac{3}{2}d each, silk 11\frac{1}{2}d; Gr. High, for men 2/4\frac{3}{2} each, low, of felt 11\frac{1}{2}d; Gr. High, for appers 2/1 each, cocked, with silver or gold lace 33/4 each, other from 2/6 to 37/6 per doz; H. 5% a v; I. Caps £4 per 100, men's hats, of felt, hair, or wool, trimmed or not £2, ladies hats, trimmed £20, of silk, pure or mixed with other material £6, of straw (hats of esparto, bark, or palm fibre are considered as of straw) £1; N. Of felt or silk \$\frac{3}{2}d each, other material £6, of straw (hats of esparto, bark, or palm fibre are considered as of straw) £1; N. Of felt or silk \$\frac{3}{2}d each, opera hats of all kinds £72, straw hats £6, felt hats, fine or semifine £12 4s, ditto coarse for peasants and soldiers 8/2; Rus. 3/2 each, men's caps 1/3\frac{1}{2}, with an addition of 20% on each rouble of duty leviable in each case; S. 1/5; Sn. Of silk 1/8, other kinds \$\frac{1}{2}d\$; straw hats £6, felt hats, fine or semifine £12 4s, ditto coarse for peasants and soldiers 8/2; Rus. 3/2 each, men's caps 1/3\frac{1}{2}, with an addition of 20% on each rouble of duty leviable in each case; S. 1/5; Sn. Of silk 1/8, other kinds \$\frac{1}{2}d\$; with an addition of 20% on each rouble of duty leviable in each case; S. 1/5; Sn. Of silk 1/8, other kinds \$\frac{1}{2}d\$.

Hemp.-See Linen. Herrings .- See Fish.

Hides, Skins and Leather, per cwt.—A. Hides and skins, raw free, sheep or goat skins tanned (not tawed or chamois), also split not dyed 6/s, leather, common, not otherwise specified, cow and horse hide, merely blacked, stretched or grained, in whole or half skins 9/2, fine black

Hides, Skins, and Leather—continued.

leather, except that named above, as glove, cordovan, morocco, ole leather, safnan and all dyed, lacquered and bronzed leather, leather with impressed designs, parchment 18/3, leather wares (1), common, i.e., wares of common leather, not tawed or chamois, also wares of leather cloth or oil-cloth, saddlers', strap-makers' and trunk-makers' wares of hairy skins, sail-cloth, twills, drills, grey packing cloth of unbleached jute or coarse linen tissues, all these wares combined or not with other materials far as 5d, (2) fine, i.e., of cordovan, morocco, safnan, Brussels and Danish leather, of black leather, except cow and horse hide, of chamois or tawed, dyed or lacquered or embossed leather, wares of oiled mustlin, oiled silk or parchment, all these wares combined or not with other materials, shoemakers wares of leather or combined with leather, also saddlers', strapmakers' and trunkmaker's wares, combined with bleached or dyed tissues or carpet far 15s 7d, (3) gloves, made up or merely cut out, and shoes of all sorts 50% a v; B. Hides and skins, raw hides free, skins of sheep or goats, tanned with the hair, kid skin tawed with the hair 4/04, other skins, tanned or curried 6/1, otherwise prepared 12/2, parchment free, leather wares, all kinds 120 a v; Br. Raw hides of every kind, green 100 per kilo, dried and safted 140 per kilo, prepared and tanned, with hair, from 300 to 7200, boots and shoes from 60s to 12500 per pair, slippers and sandals 300 to 3000 per pair, gloves 5'600 to 9'000 per dozen pairs, trunks 3'750 to 25'000 each, saddles 7'500 c. 10 17'500 each; C. Harness, portmanteaux, boots and shoes, gloves Ch. 35% a v; Ch. Hides, buffalo and cow, per 100 catties o'5'00, ditto rhimocros o'4'2'0, leather o'4'2'0, articles, as pouches, purses 1'5'2'0, green leather 12'5'0, leather, strips 5% a v, trunks Cor. 1 500, shoes or boots, leather or astin 30'00 to 2 pairs; Cor. Raw D. 5% a v, tanned 71% a v, leather 74%, manufactures 10% a v; D. Hides and skins, undressed free, dre D. \$\frac{1}{2}\$ a v, tanned \$\gamma_1\$ \in a v, leather \$\gamma_1\$ \in manufactures ro\(\) a v \in D. Hides and skins, undressed free, dressed, dyed, blacked, varnished, lacquered or bronzed, gilt, silvered or embossed, stagreen, cordovan, morocco and Russia leather, parchment and bookbinders' leather \$L^2 \tilde{s}\$ ad, other kinds 18\(\) to, leather wares, gloves, combined or not with other materials \$\lambda 8\$ gs 3d, boots and shoes with uppers wholly or partly of silk \$\lambda 5\$ 125 17d, ditto other kinds \$\lambda 5\$ 155 3d, other kinds of leather wares \$\lambda 1\$ 175 8d; E. Hides and skins, raw fresh or dry, small or large, free, prepared hides, sheep skins, dyed 18\(\lambda 3\$\), varnished, dyed or moroccoed \$\lambda 1\$ 45 3d, goat, sheep, lamb or calf skins, not dyed nor varnished \$\lambda 0\$ there kinds \$\lambda 2\$ manufactures of leather, top boots \$\lambda 1\$ of pair, other boots \$\lambda 2\$ pair, shoes \$\lambda 4\$ dp air, straps for sabots \$\lambda 1\$ of any april, other boots \$\lambda 2\$ pair, shoes \$\lambda 4\$ dp air, straps for sabots \$\lambda 1\$ of any quited (piqués) \$\lambda 1\$ (ploves of goat or kid, simply stitched \$\lambda 1\$ dtito for women 6\(\lambda 5\$\), other fine saddlery \$\lambda 3\$ sper cwt, harness 16\(\lambda 5\$\rangle 1\$\$ to straps for ward to the fine should be for men 4\(\gamma 9\rangle\$ each, ditto for women 6\(\lambda 5\rangle\$\$ other fine saddlery \$\lambda 3\$ sper cwt, harness 16\(\lambda 5\rangle\$\$, hose pipes and bands for machinery \$\lambda 1\$ to \$\lambda 6\$ to machinery \$\lambda 1\$ to \$\lambda 6\$ to the leather wares \$\lambda 5\$ course for furriers' work free, half-dressed kid, tanned, but not dyed sheep or goat skins \$\lambda 6\rangle\$\$, per cwt, sole leather, skins to be prepared for furriers' work free, half-dressed kid, tanned, but not dyed sheep or goat skins \$\lambda 6\rangle\$\$, per cwt, sole leather, prussels and Danish leather, parchment, \$\lambda c\$ \lambda 1\$ for machinery \$\lambda 1\$ deather the standard of the wares of undyed or merely blackened tanned lea 5% a v, tanned 71% a v, leather 74%, manufactures ro% a v; D. Hides and skins, undressed free, dressed, dyed, blacked, varnished, morocco, Brussels or Danish leather, of chamois, white, coloured, or lacquered leather and parchment, plain or in combination with other materials, except gloves and those articles which come under the head of "Small Ornamental Wares" £2 153 7d. (Note.—Shoemakers' or trunkmakers' wares of canvas or oil-cloth pay as fine leather wares.) Gloves £2 tos tod, leather Gr. gloves 9id per pair; Gr. Hides, raw, dried salted or not 1/4 in a wet condition, salted or not 1/8, dressed shoe leather, un large or small pieces, and cow hides not varmished £4, other leather, varnished 46 5s, calf skins, dyed for not, sheep or gout skin in large or small

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Hides, Skins, and Leather-continued.
pieces, morocco and Russia leather, dyed or not, of whatever quainty pieces, morocco and Russia leather, dyed or not, of whatever quantity £4, calf and kid skin not otherwise mentioned £9 18s, leather wares, boots and shoes, of common leather, for soldiers, workmen or sportsmen £4 6s 5d, other sorts, for men, women or children, also slippers of leather, wool, linen or cotton, including felt shoes £12 16s, shoes and slippers of silk or other embroidered tissues, or with threads of gold or silver £48, gloves of leather, without fur gld per pair, ditto with fur old, sword belts of leather and leather straps for caps, &c. £7 3 7d per cwt, bands for machinery and linings for hats free, tubes, haversacks, bellows, satchels, blotting-cases, &c. £1 12s, saddles of all sorts 12s each, harness and other saddle-makers ware, £4 16s. ner cwt, other made up (satiched) goods of all kinds 6;5; saddles of all sorts 12s each, harness and other saddle-makers water, £4 r6s. per cwt, other made up (stitched) goods of all kinds 6/5; small wares, as cases, portfolios, purses, pocket-books, and other small articles of ordinary leather, call skin or morocco £16; HI. Hay. HI. Leather manufactures free; Hay. Cow 28 each, tuffalo £2 ros. per doz. horse 1/3 each, ox, tanned 8/4, per doz. sheep skins 2/1, do. morocco 4/2, imitation 2/1, do. log 12/6, calf 8/4, do. varnished 12/6, do. chamois 1/3 each, imitation 2/1 per doz. leather tanned, per doz. sides 12/6, shoes per doz. from 4/2 to 10/5, boot, upper, per pair 1/8, aprons, each 3/14, belts, sword, per doz. 10 to 1/4, ditto, varnished, ditto 6/3, visors for caps, ditto, rod; H. Hides and skins, leather and parchment free, leather wares of all kinds 5/2 a v; I. Raw, green, or dried, free, tanned, with the hair op fine, and com-

ditto, varnished, ditto 0/3, visors for caps, ditto, 10d; H. Hides and skins, leather and parchment free, leather wares of all kinds 5/1 a v; I. Raw, green, or dried, free, tanned, with the hair on fine, and common 24/45, tanned without the hair unfinished (i.e., as taken from the tan pit) 10/2, without hair (sewn) £1 83, varnished £1 16a 6[d, dressed for sole leather 18/3], dressed, other 28/7], dressed kid and lamb skins 8/12, cut in leg pieces, upper leather, 8.C., as the skin of which composed with 20% additional cut in strips for hats, as the skin of which composed with 50% additional, parings and straps free, for manufactures of all kinds £12 13s 10d, leather wares, harness, ornamented £11 16s 6[d], saddles 12/each, groves, cut out or made up 10f) per hundred pairs, bootmakers wares, boots and buskins £8 per hundred pairs, other kinds £8. (Boots and shoes of all kinds in leather or stiff, except sift or velvet, will pay a duty of 100 lire per 100 kilos.) Other leather manufactures, hands finished, and sewn for machinery £2 05 7[d. All other leather manufactures (including fancy goods and portmanteaus) £2 8s 8[d].

J. Buffalo and cow 1 boo 20 cents per 100 catties, leather 2 boos per 100 catties; M. Leather gloves of all sizes, plain or embroidered, when not lined 1 w 4/30 per kilo, ditto lined 2/75, buckles covered with leather g w 0/25; Nl. Leather and leather wares 10%, Nic. Per lb. None are imported as skins, but could go as dry animal skin, leather, all kinds 8d, leather and skins, manufactured leather 1/3, bellows, all kinds 6d, leather and skins and shoes; gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, gentlemen's, and white 18th botts and shoes, g

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113, bellows, all kinds 6d, leather and skins, manufactured 1/3), boots and shoes, ordinary, common 1/4, boots and shoes, gentlemen's, and whips, 1/8, boots and shoes, leadies 2/1/6, gloves 3/5; N. Hides and skins, undressed raw, dried or salted free, dressed with the hair, other than peltries 1/8/100 per cwt, tanned, including sole leather 1/3, ditto other kinds, including morocco, ordovan, Rc. At 6s, leather wares, wares of leather with the hair, other than peltry wares of leather with the hair, other than peltry wares of leather with the hair, other than peltry wares of seather wares, wares of leather with the hair, other than peltry wares of 1/2 to (NOTE. - Leather merely cut out or in the form of boot legs or hat Par, linings is not considered as manufactured leather.) Per. Hides and

linings is not considered as manufactured leather.) Per. Hides and skins, not specified; leather and manufactures 45% av ; PR. Per kilo, leather and skins, untanned, and sole leather, per 100 kilos 14 p 50 c, leather and skins, tanned as upper leather (baqueta) sheep skin (badanal morocco, and sheep and goat skin, haired, 50 c fine as calf, black and saturated kid, shagreen, buffalo, hog and chamous 5 cs, shoes, all kinds 80 c, harness and saddlery articles 52 c, shoes and leather 5 p 80 c, other articles of leather or lined with same 1 p 15 c; P. Per kilo, skins or hides (fresh) dressed or not zer, leather tanned \$57, kid without distinction of colour or finish \$60 r, skins dressed or kid without distinction of colour or finish 860 r, skins dressed or

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Hides, Skins, and Leather—continued,
hides coloured, varnished, or morocco 355 r, skins dressed or hides
not otherwise mentioned 265 r, kid gloves finished or unfinished
135 r per pair, manufactured skins or leather for personal use 7000 r
per kilo, prepared skins or leather not elsewhere specified, including ornamental brass-work 555 r, boots and shoes with leather soles
450 r per pair, ditto, not otherwise mentioned 218 r per pair, trunks,
R, portmanteaux, bags and game bags 27% a v: R. Hides and skins, raw,
weeth died, or satied liree, tanued, common leather, not specially portmanteaux, oags and game bags 27% a v : N: Hues and skins, raw, resh, dried, or salted tree, tanned, common leather, not specially enumerated 16/3 per cwt, fine, viz., dyed (except simply blackened leather), varnished, gilt or silvered leather, also tawed and chamois leather, glove skins, morocco and cordovan and castor £1 & 5d, scraps of leather 2/og, leather wares, common, such as bootmakers', saddlersharness and trunkonakers' wares in common leather, combined or not with other materials 18/3, fine (except gloves), viz., articles other than those enumerated above, combined or not with other materials those enumerated above, combined or not with other materials \$\mu_s\$ its 7d, articles of fine leather, ornamented or combined with amber, avory, tortoise-shell, mother-of-pearl, jet, meerschaum, precious metals and fine or semi-fine stones 7\mu, a v, leather gloyes of all kinds 7\mu, boots and shoes \$\mu_s\$ to 60 7d, scraps of leather not exceeding 5 centimetres in length 41, military gloves, gloves lined, breast pieces and gloves used in fencing, vests and breeches \$\mu_s\$12, leather waves, hoots and shoes of silk or of silk or oction velvet, also shoes embots and shoes of silk or ostillo or oction velvet, also shoes embots and shoes of silk or ostillo or oction velvet, also shoes embots and kinds including shreds of undressed skins of every kind not dressed 4/11, wet salted 2.3\mu, hides, dressed, small, calf, chamois and kid skins, tanned, tawed or prepared with alum, leather shaped for boots and shoes, also moreccol leather \$\mu_s\$ 28 8d, llarge ox, cow, horse, or pig-skins, tanned, tawed or prepared with alum, straps of walrus skin, driving bands, belting of all kinds, also parchment \$\mu_s\$ og 3d, lacquered of all kinds \$\mu_s\$ 28.4 (Norm.—Leather shreds pay the same duty as the class of leather to which they belong.) Leather, wrought boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 11 16 5d, tladies' boots and shoes of all kinds (except ladies' of silk) \$\mu_s\$ 12 16 5d, to the than boots or shoes \$\mu_s\$ 13 16 16 16 16 16 16 16 16 16 boots and shoes of all kinds (except ladies of site) £11 fts 30, ftaines boots and shoes of silk tissues £23 125 cod, f gloves, except boxing and fencing gloves, and all articles of chamois leather or kid other than boots or shoes £45 is 6d, it gloves, cut out, not sewn £42 co 30, thands for lining hats and caps and leather stitched for boots and shoes £8 175 4d.† harness of all kinds, saddles and all kinds of saddlers' work, trunks, travelling bags, leather sporting articles, as game bags, &c., fencing gloves and all articles of leather not otherwise enumerated £8 175 4d.† Sal. Per lb, g w, hides 17d. skins 16d, leather, plain, per lb old, bridles with single reins, per doz. £1 18 7d, ditto with double reins £1 ros 10d, reins ditto 13 10d/d, harness for plough, each 13/2d, ditto for carriage £1 105 7d/d, saddles, common. £2 65 3d, fine £3 15 9f, women s £1 ros 11d, leather, varnished for shoes, &c., 12d per lb, shoes 7/0d per pair, for children 3/1½. S. Hides and skins unnanned v/s. (Note.—Untanned hides and skins when imported salted pay, if fresh salted, 60% less than this duty, and if dry 30% less; also they pay 1/2½ less per cwt when imported directly from non-European foreign countries.) Tanned (except calf skins) and sole leather £3 155 2d, lacquered or varnished and trunkmakers' wares, lags, portmanteaux, hat boxes, &c. £4 75 4d, gloves £37 5s 2d, boots and shoes £11 9s 2d, other articles £9 6s 1d; \$8n. Hides and skins underseed free, dressed, sole leather, tawed and chamois leather 13/7, other kinds including lacquered hides and skins, also parchment £16 86 d, leather wares, bands for machinery free, shoemakers' wares of silk £6 128 8d, of felt or canvas with or without sole £2 5s ad, other tisuses or of morocco, cordovan or of dyed, pressed or stamped skins £3 39s 1d, sea boots, waterproof free, other kinds £2 13s 10, saddlers' wares, portfolios, purses, &c. £18 3d, gloves £5 18 d, skins, cut out for gloves £1 105 6d, other leather wares 20% above the duty of the leather of which they are manufactured Hides, Skins, and Leather—continued.

8, 8kins, and Leather—continued.

 not tanned 3d, skins tanned or curried with the hair 3/3, leather 3/3, hides and skins sewn together, but not fitted, such as bags or racks, for liming mantles 12/21, skins of animals with the head stuffed, simply pared round the edges, neither cut nor adjusted 3/2; T. Leather and leather wares of all kinds 8% a v, harness, shoes of all USC. kinds 48% a v, soles and hides curried 44 %; USC. Not prepared except those enamelled 10d, per kilo enamelled leather not manufactured 1.3, boots and shoes, &c., 4/2, gloves, caps, skins for adorning dresses, &c., pocket books, cigar cases, satchels, and other

 Ven. similar articles 5', wares not otherwise mentioned 4'2; Ven. 4th class untanned and sole leather, 5th class, parchment and imitations, 6th class, tanned and manufactured patent leather, and tanned sheep skins. Leather manufactured patent leather, and tanned sheep skins. Leather manufactured; 2nd class, farmess for coaches and vehicles, not specified, 3rd class, for hearses, carts, wagons, holsters, 5th class, bags, hat boxes, strings, trunks, measures, 6th class, whips, portemonnaics, 7th class, girths, headstalls, reins, saddles, shot pouches, scabbards, patent leather manufactures, 8th class, gloves, 9th class, boots and shoes.
 Ses.—See Iron and Steel.

Hinges .- See Iron and Steel.

Hollow Ware .- See Iron and Steel.

Hooks .- See Iron and Steel.

Hops, per cwt.—A. 10/2; B. Free; Br. '080 per kilo and 10%; Cor. 71 % a v; D. 16/6; F. 5/1; G. 10/2 (gross); Gr. Free; Hl. Free; H. Free; I. Free; Nic. As drugs 6d per lb; N. £1 65 6d; Per. 10%; P. 5% a v; R. 10/2; Rus. 11/10 with an addition of 20% on rouble of duty leviable; Sat. g w 6d per lb; S. 4/04; Sn. 5/8; Sz. 1/7½; T. 8% a v; USC. 5d per kilog; Ven. 4th class.

82. 1/74; 1. 8% a v; USC. 5d per kilog; Ven. 4th class.

Horses.—A. Foals with the mare free, horses and foals, other kinds £1 each; B. Free; D. Free; F. Horses and mares £1 4s, foals 14/5; G. £τ. (Norz.—Foals with the mare are admitted free.) Gr. Free; H. Free; H. I. Free; M. Horses, except geldings, 20 dols. each; N. Free; P. 10/8; R. Stallions £2 8s each, mares 16/, foals 8/; Rus. Free; S. Geldings above the standard height £5 2s 8d, other kinds of horses, mares and foals £1 5s 2d; Sn. Free; Sz. Horses and mares 2/4½, foals 9½d; T. 8% av. (Norz.—Animals imported specially for breeding purposes may be admitted free of duty upon satisfactory proof to that effect being given.)

Hose, indigrubber and Guttz Percha.—See Woven Manufactures.

Hose, Indiarubber and Gutta Percha.—See Woven Manufactures.

Hosiery.-See Woven Manufactures.

Hoslery.—See Woven Manufactures.

Household Furniture.—A. Very common, not varnished, polished or coloured, not combined with other materials free, other kinds, rough or painted, stained, varnished, lacquered, or polished, plain or combined with straw, cane, common metals or common leather 3/o! per cwt, fine carved and turned wares and stuffed furniture of all kinds not covered 12/2, stuffed furniture, covered, also fine inlaid wares £1 to \$40, iron furniture stuffed and covered or finely ornamented Ar. B. Br. 15/3; Ar. Household furniture 50% a v; B. 10% a v; Br. Tables, iron or steel, plain, each 2,000 r; do, worked or ornamented, each 4,000 r. Sofas, iron or steel, plain, each 3,000 r; do, worked or ornamented, each 6,000 r. Mattresses, quilts '500 per kilo, sofas C. Ch. Cor. 2'800 r to 36'000 r; C. Furniture of all kinds 35% a v; Ch. Free : Cor.

D. Japanese 5% a v; other kinds 8% a v; D. Of mahogany, walnut and other fine foreign woods, solid or veneered, plain or combined with other woods, also of all kinds of wood gilt or silvered 16/6, other kinds 71; E. Billiard tables and accessories, also furniture of all F. kinds, 5d per kil, marble slabs 5d; F. Furniture of bent wood, plain or ornamented with copper, of common wood 2'tod, ditto of ornamented with copper, of common wood 2'tod, ditto of the statement.

2 for, furniture other than 10 bent word, chairs not carved not insate nor ornamented with copper, of common wood 2'tot, ditto of cabinetmakers' woods (bois d'bbnisteric) 4'01, chairs carved, inlaid or ornamented with copper of any sort of wood 6/1, other than chairs veneered, not carved nor inlaid nor ornamented with copper chairs veneered, not carved nor intain nor ornamented with copper 10/2, ditto of common woods solid 2/04, other than chairs of solid cabinetmakers' wood (bois d'bénisterie) with or without mouldings, but not carved nor inlaid nor ornamented with copper 4/04, ditto carved, inlaid or ornamented with copper 1/4, stuffed, padded or covered furniture of whatever sort 15% additional on the above duties according to class; Q. Furniture unstuffed, very common, not including furniture of hard wood or veneered furniture 1/64 G.

Household Furniture—continued.

furniture my otherwise specified, combined or not with common continued in the common wood, plain, not upholstered 21/2, furniture stuffed uncovered 15/2, towered 21/2, furniture stuffed uncovered 15/2, towered 21/2, furniture stuffed uncovered 15/2, towered 21/2, furniture stuffed uncovered 15/2, towered 21/2, furniture stuffed uncovered 15/2, towered 21/2, furniture stuffed uncovered 15/2, towered 21/2, furniture 21/2, furniture 41/2, style, of other wood, plain, not upholstered 25/2, stift to upholstered wholly or in part with rich material 21/2 11/2 3/2, ditto publicatered wholly or in part with rich material 2/2 11/2 3/2, ditto upholstered wholly or in part with rich material 2/2 11/2 3/2, ditto upholstered wholly or in part with rich material 2/2 11/2 3/2, ditto upholstered wholly or in part with rich material 2/2 11/2 3/2, ditto upholstered, of common wood, bent 3/2 per cut, other 3/2, of fancy woods, veneered, carved, or mind 3/4/4/2.

N. I. Nic. Porton: Ni. 6/2 nv. 18/2, low 18/2, under 18/2, ditto upholstered, of common wood, bent 3/2 per cut, other 3/2, of fancy woods, veneered 2/3.

N. I. Nic. Porton: Ni. 6/2 nv. 18/2, low 18/2, under 18/2, of fancy woods, veneered 2/3.

N. N. Furniture and joiners' work, with cushions or seats covered or not, except with silk, of walnut, mahograny or other foreign woods, solid or veneered and furniture ornamented with real or imitation gilding rad; of fir or pine, plain or with small parts of other indigenous wood, plain or veneered 2/3.

N. N. Furniture 3/2, of fir or pine, plain or with small parts of other indigenous wood, plain or veneered and furniture of the woods is charged the daty on the most highly taxed material. Of beech or other indigenous wood, plain or veneered and other fire materials and metal moulded borders or varnished speed 2/3.

Per Per P. P. Per to Kilos.

P. Furniture 3/2, upholstered, plain or mixed with other materials with woods and the plain of the second plain of veneered and furniture of the moulded bord

Household Furniture-continued.

ness, without looking glasses, sculpture, carved, or adomments and per kilo, all kinds of furniture with looking glasses, sculpture, carved, or uphoistered with wool or silk 1/3, othersed; Ur. 48% a v. Ven. 4th class, furniture, common, of wood, cane, or straw; cth. class, furniture; uphoistered or of fine woods (rosewood, mahogany Ur. Ven.

Ur. carved, or upholstered with wool or sile 133 others acid 2 Ur. 48% a v. Ven. Ven. 4th (lass, furniture, common, of woods (case, surfave), 5th velos, turniture, upholstered or of him woods (rosewood, mahogany). Imitation dewellery.—See Glass and Glasswares.

Indiarubber and Gutta Percha, per ost.—A. Indiarubber and gutta percha aw or refined free, indiarubber, discolved, threads not combined with other materials 16th, indiarubber, hardened, polished or not, not further wrought (sheets, bars, tubes) 6ts, indiarubber on on, not further wrought (sheets, bars, tubes) 6ts, indiarubber on gutta percha wares, (t) hose and machine bands 102, (e) wares of soft indiarubber not otherwise specified £t os ad, (e) hardened ind a tubber wares combined or not with other materials, children's toys, shoemakers wares, wholly or partly of indiarubber, not being subject to a higher duty under the head of leather or small wares £t 105, 6d, (4) lissues coated or impregnated or incorporated with layers or threads of indiarubber £t 250, do, (e) elastic tissues, hosisy and fringe-makers' wares wholly or partly of indiarubber threads, also with appurtenances of other materials £t 150, (f) ready-made elothing and other wares of tissues entimerated under No. 4 £t 20 to 10d, (Notze.—Artificial card leather and indiarubber printing B. cloths 30d) B. Indiarubber and gutta percha unmanufactured, in the part of the solution of the solution of the material 3,200 r; covered with silk 15,000 r, overed with silk 15,000 r, overed with silk 15,000 r, overed with any other material 3,200 r; tissues of constchous for machines 200 r, fans, each 1,600 r, prepared or in lump for dentists, vulcanite, 1,600 r, tubes, thread, leaves, or sheets 600 r, not otherwise distinguished 48% at V. boots and shoes, 800 and 30% per kilo, combs 1200 r, tubes, thread, leaves, or sheets 600 r, not otherwise distinguished 48% at V. boots and shoes, 800 and 30% per kilo, combs 1200 r, tubes, thread sheets, bands, rings, tubes, 800 r, 1000 r, tubes, thread in language and

Indiarubber and Gutta Percha-continued.

with tissues or metals 20/38, in tubes and in sheets containing metallic wires and gaures 10/3, mixed with tissues in all kinds of articles, except tissues waterproofed (gonumati) in the piece and articles of clothing 24/48, tissues waterproofed in the piece and articles of clothing as the tissues of which composed; M. M. Indiarubber belting, imported separately from the machinery, g w o'to per kilo, indiarubber shoes of all shapes and sizes, fabrics and cushions for billiard tables g w o'8, indiarubber covered fabrics, suitable for clothing, or any other similar use g w o'80; Nic. Ni. Made, no admixture of any kind, and boot elastics 1/49 per lb; mixed with linea, cotton, or hemp, table-covers and indiarubber overen. coats 8/40 per lb; N. Indiarubber and guita percha unmanufactured free, manufactured, sheets, boot-soles, cords, thread, straps, pipes, hose, rings, buffers, rollers and matting, plain or in combination with other materials free, floorcloth of textile material, mixed with indiarubber /2,6, tissues, tapes and bands mixed with indiarubber 2,2 s 1 d, ready-made clothing, waterproof, of silk £8 55 5d, of other Per. materials £3 is ad, other kinds £2 izs 6d; Per. Manufactures PR. 45% a v; PR. Indiarubber and guita percha in sheets, threads, tubes, hose, shoes, life-preservers, and like goods, per kilo 29 cts, other 89 cts; textles mixed with other materials per kilo 9 p 92 cts; P. Indiarubber and guita percha unmanufactured free (lax of 2% a v.) indiarubber manufactures, tissues, with silk £17 118 3d, ditto other kinds £8 168 8d, bottles, R. tubes, &c. free, other kinds 6/3; R. Indiarubber and guita percha unmanufactured free, other kinds 6/3; R. Indiarubber and guita percha unmanufactured free, not varnished, dyed, or printed, combined or not with other materials, except precious metals, &c. Rus. £1 165 6d; Rus. Indiarubber and guita percha unmanufactured dy3, manufactured articles of indiarubber or guita percha (except boots or shoes) without admixture of any other materials. £3 8s 4d, and the proces

Ink (Writing and Printing).—See Paper, &c.

Ink (Writing and Printing).—See Paper, &c.

Invilators.—See Glass and Glasswares.

Iron and Steel, per cvt.—A. Iron and steel unmanufactured, old, broken and refuse and raw iron cid. (Notre.—(i) With the special stanction of the Government old and broken iron, escept cast-iron, may be imported for manipulation in certain ironworks at a duty of 6d per cwt. (c) iron filings and hammer slag free.) Bloom-iron and ingots 1:7½, iron and steel in burs, wrought, not shaped 2:6½, shaped 3:6½, rais and steel in burs, wrought, not shaped 2:6½, shaped 3:6½, rais and steel into the company of the control of the

Iron and Steel-continued.

cast-iron wares old, wrought-iron wares 1/2, steel wares 1/2, furniture and household articles of iron or steel, tin-place manufactures, cutlery, pins and needles and other small articles of steel to% av, instruments, surgical, mathematical, &v. free, machinery, machines and detached pieces thereof of cast-iron old, of wrought iron or steel 1/2, of other metals 4/10, arms and ammunition, arms free, shot to% a v, gunpowder 6/1. (NoTE.—Pig iron for the manufacture of machines, utensits, &v., cast-steel and wares thereof, hardened iron for manufacture of screw-plates of firearms, iron wire for the manufacture of bails, parts of machinery unfinished, as fire-boxes for locomotives, boiler bottoms of copper for sugar-refining, copper tubes for locomotive boilers, iron tubes for steamhoat boilers, steel springs for railway carriages and rough wheels, tires and axles for locomotives, are admitted temporarily free of duty, to be re-exported after completion of manufacture.) Br. Iron in ingots or pigs 5 r, iron in bars, plates, and hoops for casks, pipes, barrels, bales, &c., and, generally, in sheets of every description of vist, iron filings, common, 50 r, steel in bars or rods 40 r. Needles of iron and steel, small, for sewing, machine, crochet, &c., 2,400 r, not otherwise mentioned 2,000 r, door-boits, cased both locks, and latches for doors 350 r, curry combs 250 r, cables 130 r, anchors and grappling-irons 100 r, fishing-hooks 1,600 r, saddle-bows 800 r each, rings for keys 3,000 r, for any other uses, with or without shanks or screw 350 r, trays, panisted or varialshed, with or without gilding or ormaments of mother-of-pearl 800 r, curbs 1,000 r, cradles, plain 2,500 r each, ormamented 5,000 r each, gas-burners 1,200 r, jewellery of steel 4,000 r. (NoTe.—In this category are included ornaments, ear-rings, bracelets, watch-chains, &c., with or without imitation stones.) Jews' harps 650 r, bits for bridles 250 r each, buttons, perforated 500 r, not otherwise mentioned 1,300 r, scale-beams 500 r, snadle-bridles, plai snaffe-bridles, plain 500 r each, with ornaments of white or yellow metal 1,000 r each, safes up to 50 centimetres high \$4,000 r each, more than 50, and up to 75 centimetres high \$6,000 r each, more than 75 and up to 100 128,000 r each, more than 150, and up to 128,000 r each, more than 150, and up to 155 320,000 r each, more than 150, and up to 155 320,000 r each, more than 150, and up to 175 320,000 r each, more than 175 400,000 r each, (Nore.—The duties include those on the pedestals or stands of common wood which accompany the safes; pedestals of iron or fine wood pay duty separately.) Muzzles (for animals) 350 r each, padlocks, plain or common 480 r, pump, secret, letter, and any other description 1,600 r each, chairs and stools, plain 2,000 r each, worked or with ornaments 3,000 r each, rocking and those not otherwise mentioned 9,600 r each, beds, plain, single 4,000 r, each double 7,500 r each, double 15,000 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 2,500 r each cots (for children) 5,500 r each cots (for children) 6,500 r each cots (for children) 6

Br.

Iron and Steel—continued.

1,0001, cramptions, vanished or galvanized, plain or with head of 1,0001, cramptions, vanished or galvanized, plain or with head of 1,0001, cramptions, or 7, grills, tractraps, and other similar articles show, springs for chairs or mattresses got; metallic foliah or tissue of thread, in lengths 600 r, ditto made up in mricles of any of the control, plain, tinned, or varnished 500 r, of iron or steel, polished, for shoes, saabes, wearing apparel, &c., covered or not with any other material 1,500 r, fire-grates, plain, ovens and stoves, portable furnaces, shelves, and other similar articles used in cookery 90 r, tinned sheet-iron in sheets, plain 80 r, ditto painted 100 r, manufactured, not otherwise mentioned pin 500 r, painted or vasnished, wholly or in painted 100 r, (NOTE.—Timman and lamp-maker's wares not otherwise mentioned are included those of the handles, covers, trimmings, and other accessories of wood, or horn, or any other material, which form part of the wares. Bits of every kind, filed or tin-plated, with or without curbs 1,000 r. (NOTE.—Bits, in parts, incomplete, or unfinished, will pay the same duties as the above.) Bits which have ornaments or trimmings of metal, galvanized, will pay a surtax of surface or property of the same of the same duties as the above. Bits which have ornaments or trimmings of metal, galvanized, will pay a surtax of 500 r, with head of brass 400 r, perfuning pans and braiers 600 r, mails, tint-acks, hooks, pins and rivers, plain root, withhead of brass or bone 350 r, with head of livory 3,500 r, handles and latches for doors and drawers, with knobs of brass, faience, glass, or crystal 2,000 r, wheels, tackle, pulleys, and other similar articles 350 r, heating apparatus for railroads free, for shops and similar purposes 15 r, pipes for boilers, water, gas &c. or . (Notte.—Pieces jouned will pay be same duties as the tubes, pipes galvanized or called or oilvered, entirely or in part, swill pay be side of silvered for r, side or not own to the comm

Iron and Steel -continued.

TARIFFS OF FOREIGN COUNTRIES.

525

ron and Steel—continued.
plain or gilded 3,800 r each, blades for swords, foils, for ornament or sharp, and for short swords 1,300 r each, for sabres, fending foils, and arms not otherwise mentioned 500 r each, lances or picks, with or without handles 2,000 r each, ramrods and wormscrews for guns 1,000 r, nipples for fire-arms 1,600 r, pistols of every kind, with one harrel 1,400 r per pair, with two barrels 4,800 r per pair, revolvers of a wide of the control

Iron and Steel—continued.

Iron and Steel—continued.

Iron and Steel—continued.

Iring teeth 1,800 r per dozen, fleams for bleeding 1,200 r per dozen, irings teeth 1,800 r per dozen, fleat 80 rd centusts, 4,000 r, pincers from 1,000 r to 1,000 r to 4,000 r per dozen, caustic-cases, needle-cases, and stove-cases from 1,000 r to 4,000 r per dozen, carifiers of every kind 640 r cach, seals from 4,000 r to 20,000 r, drums (roasters) for coffee, plain or common 350 r, for flour from 60 r to 350 r, vices, hand or fixed, for watchmakers, jewellers, &c. 350 r, for samths, locksmiths, 8c. 160 r, large, with steam motor, free, tape-measures from 1,000 to 6,00 r, 150 kl,00 r, fools, utersils, and instruments, not otherwise discountied laboratories 15% av, for any other purpose 48% a v, forges, small or portable, for blacksmiths 160 r, moulds, strainers and crystallizers for purifying or refining sugar, free, cranes, steam, hydraulic, &c. free, of any other kind, portable 150 r, furit-presses 400 r each, files not elsewhere specified 500 r, locomotives, elsepers, turntables, brakes, and all other materials for railways, free, machines for use in agriculture, for mines, manufactories, and navigation, propelled by steam, water, gas, air or wind, electricity or by animals, or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors, fixed, locomobile, or portable, free, machines (or other motors), fixed, locomobile, or portable, free, machines (or other motors), fixed, locomobile, or portable, free, machines (or other motors), fixed, locomobile, or portable,

Iron and Steel—continued.

D. Steel—continued.

D. Steel—continued.

D. Steel—continued.

D. Steel—continued.

D. Steel—continued.

D. Steel—continued.

D. Steel—continued.

Steel—steel in bars, shaped or not, ballast iron, bloom uron, rails, &c., for railways, hoops, aslectrees, ships knees, tires, cast gas and water pipes, and gas retorts 2d, ditto other kinds 2/4, bolts, spikes, nalls, tacks with or without paper coverings, also steel springs, &c., 2/4, iron and steel wares, polished, glit or plated combined with ivory, metals, mother-of-pearl, &c., needles, steel pens, articles of the wares At 175. 8d, coarse wrought iron wares, as an achors, anchor chains and cables, arrivals, steam boilers, cisterns, gas and water pipes, parts of machines, large hammers, weights, also coarse cast goods, as overas, cannon, bombs, balls, &c., retoris, ploughthares, parts of church clocks, &c. 2/4, all other iron or steel wares not specially sarified 1/1; instruments, mathematical, astronomical, surgical, &c. £1 175. 8d, locomotives £55 118 1d each, arms and ammunition, cannon, mortars, bombs, balls, &c. 2/4 per cwt, cunsmiths and the steel of t

fron and Steel—continued.

than half the weight be of wrought iron 2/11, polished, enamelled or varnished or with ornaments or adjuncts of copper, brass or steel 4/41, anchors, cables, chains, occ. 3/3, cables of steel wire to/2. (Note—Materials and articles for the construction and fitting of merchant vessels are admitted free under certain conditions.) Steel wares, than half the weight be of wrought from \$181, polished, enamelied or varnished or with ornaments or adjuncts of copper, brass or steel \$444, anchors, cables, chains, &c. 373, cables of steel wire to 2. (Nortz — Materials and articles for the construction and fitting of merchant vessels are admitted free under certain conditions.) Seel wares, small articles of ornament, such as beads, brooches and thimbies \$12, household articles and other wares of pure steel not enumerated \$12, household articles and other wares of pure steel not enumerated \$12, cutlery, common kitchen and butchers' knives and tailor's cisisor. \$2,000 and the pure tron with or without handles \$46,1 kills of home than 1795 inch in length \$2,000 and the pure tron with or without handles \$16,1 kills of pure steel—and other tools unenumerated \$12, instruments, surgical, astronomical, mathematical, chemical, &c. free, wire netting with meshes exceeding 2 centimetres \$13,1 kills \$100 and \$10

Iron and Steel-continued.

also skates, hammers, axes, common locks, coarse knives, scythes, also skates, hammers, axes, common locks, coarse knives, scythes, &c., \$17, (c) handfiles, sword blades, planing irons, chiels, saws, ginleta, &c., \$27, (f) fine (a) of fine cast iron, as suggested to the control of the common light of the cast iron, as light ornamental castings, polished and art castings 12/2, seek [6] of wrought iron, polished or lacquered, knives, scissors, knitting and crochet needles, swords, &c., plain or in combination with wood and other materials, provided they cannot be classified under the head of small ornamental wares 12/2, (c) sewing needles, pens of steel, clock works, &c., fire-arms of all kinds to do instruments, surgical, mathematical, &c. free, machinery locomotives and locomobiles 4/01, other machinery chiefly of cast iron 1/61, ditto of wrought iron 2/64, ditto of other common metals 4/02, small ornamental wares 4/2 its 7/3, arms and ammunition, swords, &c., 12/2, sword blades 7/7, fire-arms £1 tos 6d, shot 3/04, guapowder free; Gr. Iron pig free, cast or wrought in bars, plates of all dimensions and for all purposes, angle iron, sheet iron, hoop iron free, and T iron of all dimensions free, rails for railways, points, bridges, bolts, chairs and other railway iron, tinced plates, iron wire, unwrought iron not specially mentioned free, iron wares, articles of iron for use in the construction of ships, such as plates, bolts, rivets, chairs, pumps, anchors, windlasses, iron bands for masts or yards, &c. free, iron safes 6/5, agricultural implements of iron for use in the construction of ships, such as plates, bolts, rivets, chairs, pumps, anchors, windlasses, iron bands for masts or yards, &c. free, iron safes 6/5, agricultural implements of iron for use in the manufacture of tables, desk, &c., buttons and buckles, gas fittings of cast iron 12/94, cast-iron wares not otherwise mentioned, polished, varnished, &c., or ros brackets, &c., for use in the manufacture of tables, desks, &c., buttons and buckles, gas fittings of cast iron 12/95, cast-iron wares not otherwise mentioned, painted, polished, varmished, &c., or not 1/25, needles for knitting or sewing not polished or gilt 16/, ditto polished or gilt 16/, padlocks and common locks of iron with or without ornamentation of bronze 19/25, lamps of all sorts £1 128 articles of wrought or sheet iron or tmplate for buildings, bridges, railways and similar uses, filed, plated, tarred, painted, varnished or not, but not polished or gilt 8/, similar articles finely polished, gilt or galvanised 16/, timplate wares not otherwise mentioned 12/94, steel in pigs or blooms, plates, bars or sheets, steel rails and points for railways, steel wire, free, steel wares, agricultural implements of steel in combination with wood or not free, files 16/, springs for carriages, railway and other 3/25, packing and knitting needles and crochet hooks 16/, needles for seving in packets or case (without allowance for the weight of the packets or cases) £1 4s, all articles of steel not classed as fine wares not otherwise mentioned 16/, fine steel wares not otherwise mentioned 23/ 4s, instruments, surgical, matherwise mentioned 23/ 4s, instruments, surgical, matherwise mentioned 25/ 6, fine steel steel not classed as fine wares not otherwise mentioned 16, fine steel wares not otherwise mentioned £3 4s, instruments, surgical, mathematical and anatomical free, cullery, knives (common) of iron with handles of wood, iron, common hone or composition 16, ditto with handles polished or git £1 12s, knives with steel blades and handles of wood, iron, bone or other common materials 16, knives forks and maors with handles of bone, horn, wood or composition ornamented with plated silver with or without cases £1 12s ditto with handles of ivory, tortoise-shell, mother-of-pearl or coral with or without ornamentation of gold or silver plate £12 16s, penknives with handles of ivory, coral, tortoise-shell, mother-of-pearl or precious metal £6 8s, ditto with handles of ivory, coral, tortoise-shell, mother-of-pearl or precious metal £16, swords and sabres 9d per cwt, foils, daggers, &c 14, surgical instruments free, motive machinery, boilers of all kinds, sucking and forcing pumps, agricultural machinery, such as reaping machines, thrashing machines, &c., fire engines and machinery of other descriptions with the exception of those specially mentioned, detached parts of machinery free, mincing machines, roasting jacks other descriptions with the exception of those specially mentioned, detached parts of machinery free, mincing machines, roasting jacks and other mechanical appliances for household use £1 125, coffee mills of iron or steel, polished, gilt, enamelled or not, scales of all sorts with their weights 12[9], sewing machines and other machinery for use in domestic industry free, velocipedes 3/ each, apparatus for watering streets, &c. 12[9] per cwt, arms and ammunition, side arms 91d each, yataghans, handjars, &c. 2[5 per cwt, folls, daggers of all kinds £8, free-arms for the army with or without bayonet free, others, single-barrelled muzzle-loaders 1/7] each, ditto double-barrelled ditto 9[7], ditto single-barrelled breach-loaders 8/, ditto double-barrelled ditto 16/, pistols 4/ per pair, revolvers 6/5 each, detached parts of fire-arms, such as barrels, screw-plates, &c., for

Iron and Steel-continued.

Iron and Steel—continued.

pistols, revolvers and other fire-arms, bullet moulds and similar articles not specially mentioned 19/2 per cwt, gunpowder for fire-arms for its 2d, ditto for mining purposes 6/5; Hl. Manufactures free, medical instruments 10%, agricultural implements Hay. Free; Hay, Bar 2/6 per cwt, sheet 2/1, galvanised 3/12, sadirons 4/2 per dar pairs, tailors irons 5/2/3 do, horse shoes 4d set of four, plane irons red per doc, shovels 3/3 do, horse shoes 4d set of four, plane irons red per doc, shovels 3/3 do, horse shoes 4d set of four, plane irons red per doc, shoved 3/3 do, horse shoes 4d set of four, plane irons red per doc, shoved 3/3 do, horse shoes 4d set of four, plane irons red per doc, showed 5/4 per doc, pots 3/12, hammers, assorted 1/8, braces and bits 4/2, bits without brace 2/1, guillets 1/64, horse shoes 1/2 do, horse shoes 4/2 seach, pincers, jewellers and shoemakers', and crowbars 1/8 per dos, platines, for baking cassaves rod each, stoves 3/2 per cwt, furnaces 1/2 do, hinges 4/2 per dor pairs, frjing-pans 6/3 do, rivets 6/3 per cwt, castors for tables 1/6/2, rat traps, garden rakes, adres 2/1, ares 4/2, hatchets 3/12, curry combs 4/2, all per dor, springs for carriages and watches 30/3 a, hinges for trunks and chests ain to 4m 1/8, jun to 1/2 and 1/2 each, fine do 6/3, ordinary brass sheath 1/4, ordinary leather sheath 1/8 each, grass scythes per dor, 1/8, locks, door, assorted 1/2 and 4/2 each, fine do 6/3, ordinary brass sheath 1/4, ordinary leather sheath 1/8 each, grass scythes per dor, 1/8, locks, door, assorted 1/2 per cwt, finedde 6/3, ordinary brass sheath 1/4, ordinary leather sheath 1/8 each, grass scythes per dor, 1/2 bit, grass, large and medium, unmounted 8/4 do small, unmounted 6/3 do, augers, assorted 1/2 do, corkscrews 1/8 do, trowels 2/1 do, ppe for water 4/2 per cwt, fuence 1/2, railings, gates, and balconies 8/4 per cwt, chain for cables 4/2, do, other 9/4, do, chies, masons, joiners', 10/4 per gross, railings 4/2, railings, gates, and balconies 8/4 per cwt, ch

^{*} Under this heading are included iron and steel simply rolled or forged, every subsequent operation causing the iron and steel to be classed as manufactured (di seconda fabbricazione) to which category iron forgings of less than t killo in weight are referred if they have received any finish which justifies this treatment. Rolled or wrought iron, for the construction of wagons, bridges, machinery, or buildings, when not drilled or otherwise worked, is classed under the present heading, in which annealed plates are also comprised. Plates cut (not simply filed) for a special use pay 1 lire of duty more than uncut plates.

Iron and Steel—continued.

having a dia of from 14 up to 5 millimetres 1/104, (2) having a dia of 14 millimetres and above in thickness (2, (2) of 15 millimetres and up to 4 millimetres in thickness (2, (2) of 15 millimetres and up to 4 millimetres in thickness (2, (2) of 15 millimetres and up to 4 millimetres in thickness (3, (2) of 12 millimetres and up to 4 millimetres in thickness (3, (2) of 15 millimetres in thickness and up to 4 millimetres in thickness (3, (2) of 15 millimetres in thickness and up to 4 millimetres in thickness (3, (2) of 15 millimetres in thickness and up to 4 millimetres in thickness (3, (2) of 15 millimetres in thickness and up to 4 millimetres in thickness (3, (2) of 15 millimetres in thickness and up to 4 millimetres (3, (2) of 2, (3) weighing 50 kilo of more 4/104, (4) weighing 50 kilo of more 4/104, (4) weighing 50 kilo of more 4/104, (5) weighing 10 kilo of more 4/104, (6) weighing 10 kilo of more 4/104, (6) weighing 10 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 4/104, (6) weighing 50 kilo of more 50 kilo additional, iron and steel of 50 kilo additional, iron and steel of 50 kilo additional, iron and steel of 50 kilo additional, iron and steel of 50 kilo additional, iron and steel of 50 kilo additional, iron and steel of 50 kilo additional, iron and steel of 50 kilo additional ad

Only iron shaped in sections adopted by railways can enter as rails; and, further, the section must be the same throughout for the whole length of the bar (sbarra).

[†] Corrugated sheets are included under these headings.

Iron and Steel—continued.

locomotives without tenders 5/10, (e) traction engines, (f) marine engines 4/104, (g) agricultural machinery of all kinds 3/74, (h) spinning machinery, (f) machinery and looms for weaving 4/04, (f) machine tools for working wood and metals 3/74, (h) dynamo-electric 12/14, (g) others with stand 10/2, (i) parts of 12/24, (m) machiners 12/14, (g) others with stand 10/2, (i) parts of 12/24, (m) machiners 12/34, (g) others with stand 10/2, (i) parts of 12/24, (m) machinery not otherwise described 4/64, (g) detached parts of heating, distilling, refining, &c. 8/14, scientific, optical, chemical, physical, and surgical instruments; (a) optical, constructed in bronze, brass, and steel, for purposes of measurement and observation, telescopes, lenses, &c. £2 ros 3/24, (g) physical, chemical, mechanical, not furnished with any optical instruments, or with graduated circles, &c. £1 ros 3/24, (e) instruments included in the two preceding categories, but in which iron prevails 12/24, carding apparatus £1 ros 3/24, railway wagons and tenders: goods trucks and tenders 1/04, third class carriages 5/10, second class 6/6, first class 7/81, parts of railway carriage frames 6/6, tanks for locomotive tenders 12/1, Saxby & Farmer's mechanism for working signals or railways 3/114, trays, plaques, saucers, &c., made of plain metal sheets £1 as 4/608, cutlery, kitchen and pocket knives, curriers' knives, hand saws, saw blades, &c., with handles of common wood 7/14, table and pocket knives with finer handles or with common wood, ornamented with "rackfong," &c., common £2 os 8d, do. do. fine £4 13 3d, do. with handles of horn or bone without ornament £1 12 as 6d, with ornament £4 12 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £1 100 d, surgical instruments £ cast or wrought iron cargo boats, frames of iron buildings, sheds, or warehouses, iron bridges and parts thereof, iron roofs and gutters, whether galvanised or not, bolts and nails, iron wire, ships' anchors, chains, capstans, and tackle, telegraph wire and cables free, iron and ironwork, cast, wrought, rolled, ecc., not separately mentioned to % a v, steel in bars, sheets, or plates free, other to % a v ? Nic. Nic. per lb. Steel in bars or plates rd, iron in bars or plates dd, sewing needles of steel or other metals with the exception of gold or silver 2:1, ditto large for sacks 2:1, pins, hooks, eyes, hairpins, clasps for the hair and fish-hooks 2:1, metallic thread of any thickness, galvanized or not ad, side-arms such as swords, daggers, rapiers, cabres, sword or dagger sticks 3:18, fire and percussion arms, guns in separate parts or finished od, revolvers or pistols 6:3, fire-arms of precision (by special authority of the Government) 6:3, fire-arms of war, carbines, cannons prohibited, hatchets, gimlets, borers, com-

Composite carriages pay the duty of the highest class.

Iron and Steel- continued.

passes, incision knives, chisela, double-bevelled chisels, axes, files, hammers, poles, punches, corloscrews, pincers, monkey and other screw wrenches, planes, hand-saws and tools of any kind for work mem or artisans add, anchore, chains for hips, machines or waggons, the property of the p

Iron and Steel—continued.

not otherwise mumerated, gilt, silvered or plated £1 192 6d, ditto polished or nickelled 1930, ditto other kinds 385, needles, sewing, polished or nickelled 1930, ditto other kinds 385, needles, sewing, chairpins £1 gs 17d, tools and implements for artisance, or for and manufactures and agriculture, not otherwise specified, fish-hooks, and nitioial files, &c. free, pens (including weight of cards, boxes, &c., £7 191 17d, false jewellery, with or without mixture of other materials, as bracelets, chains, &c. £2 ss. ad, steel beads £3 75 9d, machinery of all kinds, ploughs and harrows, cards for carding machines, combs, heckles and shuttles free, arms and ammunition, cannon, mortars, bombs, &c. free, guns and pistols and parts thereof, except minished gun barrels £1 gs 17d, gun barrels unfinished free, swords and sabres, with or without sheaths 1960, gunpowder and cartridges, with or without percussion caps free, shot 4/61, percussion 124 Perc. 15 on 50 18 25 cm. 20 1

iron and Steel-continued.

Ings and parts of machines roughly cast, not further manufactured, party filed, polished, turned or not free, iron castings, ornamented, polished, mamelied or varnished, cast cooking utensile enamelled, also amalicast articles ornamented or polished, varnished or bronzed, combined or not with other common materials 99. (Norze — These articles, when gilt or silvered, will be charged at the rate of tag' oper early. Wrought iron wares (fernoente), (a) beams and other coarse pieces of iron shaped for the construction of houses and bridges, ironwork for railways and other carriages, &c. 254, (4) other with the coarse pieces of iron shaped for the construction of houses and bridges, ironwork for railways and other carriages, &c. 254, (6) other with the coarse pieces of iron and steel of all sizes, with or without nuts 41, pipes and tables sized, springs for carriages and wagons 1/7b, ships anchors and chains 1/7b, other iron chains of all sizes 20b, gratings for gardens, courts, or balconies not gilt or silvered 11/6, common articles of black these iron not polished, timned, or enamelled, combined or not with teast iron 90, safes or boxes of iron or steel 10/2b, common iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished, bronned, &c. 11/4, superior iron bedsteads, painted, varnished bronned, &c. 11/4, superior iron bedsteads, painted, varnished or not vitare of the polished, iron and sizel, for silvered £1 as 5d, articles of iron or steel, semi-fine, plated or enamelled 6/1, articles of iron plate of all kinds, or of sheet iron finely worught, painted, enamelled or sp

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Iron and Steel—continued.

and steel smiths' work of all kinds, filed but not polished, such as anchors, nails not otherwise specified, hooks, bells, and mortars, and wrought iron appurtenances for railways and their rolling stock & 10, iron and steel boiler work, such as boilers, tanks, boxes, pipes, bridges, and all articles of sheet iron or steel not otherwise specified 11/10, finished articles of iron or steel not otherwise specified 11/10, finished articles of iron or steel not otherwise specified 11/10, ditto weighing less than five funt each £1 45 yd, padlocks and other locks, as also screws of all kinds £1 105 sd, manufactures of tim plate, also tinned galvanised and enamelled iron ware, not painted £1 75 rd, painted, gilt, or ornamented £2 145 zd, needle wire £1 105 dp revite gross, iron and steel wire, and all iron rods of less than ½ inch in thickness 10/10, wire of less than ½ inch in diameter, galvanised or tinned, wire nails, boilts, rivets &c., also strings for musical instruments, inclusive of the weight of the rollers on which wound, wire rigging, and submarine cables £1 05 yd, manufactures of iron and steel wire, and also wire covered with cotton, silk, or other threads, frames for parasols and umbrellas, bird cages, &c. £1 75 id, needles, packing, harness, saddlers and sail-makers' needles except those mentioned above £10 165 od, cutlery set in common materials, shears (except sheep shears), scissors, tweezers, and knife blades, finished or not £7 165 ad, set in plated silver and other metallic compositions, ivory, whale-bone, tortoiseshell, and mother-of-pearl, or in common metrials, with ornaments of bronze, gold, silver, whalebone, tortoiseshell, ivory, and mother-of-pearl £15 223 d, peasants' pocket knives set in common metal or other cheap materials £3 55. (Notz.—Cutlery set in gold or silver pays as articles of gold or silver.) Scythes, sickles, chaff-cutters, and mowers, sheep shears, spades, rakes, hoes, forks, and shovels 13/04, tools of iron or steel not otherwise enumerated 13/04, in gold or silver pays as articles of gold or silver.) Scythes, sickles, chaff-cutters, and mowers, sheep shears, spades, rakes, hose, forks, and shovels 13/9½, tools of iron or steel not otherwise enumerated 13/9½, machinery, &c., locomotives 19/8, tenders for locomotives, portable engines, and other steam engines, fire engines, and all other machinery and detached parts thereof 11/10, machinery and apparatus and detached parts thereof on the silven proper £1 95 7d, agricultural machinery as ploughs, harrows, &c. not worked by steam 4/11, scutching or harling machines for bruising liqueous parts of flax stalks, per poud £5 58, platform cars and coal trucks, per axle £25 68 8d, goods vans and cistern cars £38, 3rd class passenger vans £47 105, and and 3rd class composite carriage £52 52, and class carriages £54 45 2d, 1st and and class composite carriage £52 18, and class carriages £64 185 4d, 1st class carriages £73 128 6d, 2-horse tram cars £33 165 8d, 1-horse tram cars £39 118 8d. (Note. —Duplicate parts of agricultural machinery and instruments pay duty according to the materials of which composed.) Weights and scales of every kind, with fittings £1 18 8d, 1 instruments, surgical, mathematical, physical, &c. £3 58, arms and ammunition, swords and sabres £11 168 3d, fire arms and appurtenances thereof £9 178, t shot 8/3, t air guns, gunpowder, cannon, mortars, bombs, shells, &c. prohibited; &al. Iron, bar, sheet, g w, per lb 1d, buckets, per doz £1 48 8d, buckles, per gross, 2/6, bells for houses, per lb 71d, beds, g w, ditto 2dd, ditto with bronze, g w, ditto 9dd, chains, g w, ditto 2dd, cast iron for agricultural and domestic use, g w, ditto 2dd, forged iron and in parts for domestic use, not denominated, g w, ditto 6d; guns, single tarrel, each 7/0½, double barrel 15/5½, fine 18/6½, fine could for casks, per doz £1 175 0dd, steel g w, per lb 2dd, tools and implements, g w, ditto 2dd, ditto fine, g w, ditto 7dd, scales 4in, per doz 18/64, 8in. £1 25 0dd, size and strong boxes, 25in high, each £3 175 2dd, s

Iron and Steel-continued

pieces of iron and steel used for building purposes, and consisting of bars and plates riveted together, pay duty as bars, with an addition of 30%.) Iron wares, of cast-iron, common 2/31, fine, polished, or japanned, or with ornaments of common metals 4/92, of wrought iron, not otherwise specified, including japanned articles and wares, in combination with other metals 8/12, in plates 5/94 ditto manufactures thereof not otherwise specified 4/1 os 5/0, iron and steel wares, needles, steel pens, watch works, and other similar articles of iron or steel 4/0 ts 1/14, table knives, carving knives, clasp knives, and pen knives 4/2 os 5/0, iron and steel wares, needles, steel pens, watch works, and other similar articles of iron or steel 4/0 ts 1/14, table knives, carving knives, clasp knives, and pen knives 4/2 os 6/0, tacksors 4/4 15/26, side-arms and parts thereof 4/4/25 os 6/0, tacksors 1/4 15/26, side-arms and parts thereof 4/2/25 os 6/0, tacksors 1/4 15/26, side-arms and parts thereof 1/2/25 os 1/2/25 o as hower vases, buss, fruit dishes, lamps, candiesticks, medaltins, paper-holders, watch stands, trays, &c. 14/1, buttons 3/6, iron wrought and steel anchors, chains and cables, with links of 2-9th of an inch and more in diameter, grappling irons, armlets, rudder irons and ships' keels, iron and steel bars, sheets, hoops, bolts, rallings, round or square, angle and T-iron and wire, plates coated or not with tin, zinc or lead, galvanised, perforated or not, but not further manufactured, also plate of 1-9th inch and above in thickness partly manufactured, rails for railways, railway chairs, spikes, botts, &c., also springs free, iron safes and bedsteads to // a v; small chains of less than 2-9th inch in diameter 1/2, strews and mails of all kinds exceeding 4-9th inch in diameter 1/2, strews and mails of all kinds exceeding 4-9th inch in diameter 1/2, strews and mails of all kinds exceeding 4-9th inch in diameter 1/2, stores and mails of all kinds exceeding 4-9th inch in diameter 1/2, stores and inch long, also tacks and French mails 8/6, mails, brass-headed 19/9, other wrought iron or steel wares not particularly specified, gilt or silvered £1 196 6d, polished, lacquered or nickelled 19/9, other kinds 8/6, wire ganze 8/6, manufacturees of tin-plate not otherwise specified as materials, wrought, of which composed, steel unmanufactured free, cutlery, razors with or without cases £1 132 4d, penknives £3 65 7d, clasp knives, sailors or common working knives 7/11, table knives and other sorts not particularly specified, with silver, plated or ivory handles £3 65 7d, with handles of other materials 13/7, scissors other than garden, tailors' or clothworkers' scissors, unpolished 13/7 polished £1 134 6d, polished, instruments, surgical, mathematical, &c., tool garden and tailors' shears, machinery, steam engines and parts of railways varniages, including springs free, thimbles 19/9, hooks and eyes 16/11, pins and needles £1 25 7d, knitting needles 14/1, fishholos free, arms and mamunion fire-terms of all kinds for the pr paper holders, watch stands, trays, &c. 14/1, buttons 8/6, iron wrought and steel anchors, chains and cables, with links of 2-9th of

Iron and Steel—continued.

Pepsarof, lurned, filed, finished, tarred, even combined with wood vice, polished, enamelled 6:1. (Norm.—All iron plates of as centimetres or more in width are treated as sheet iron.) Sheet circum neither pierced nor riveted 1:6. Wire (including rods of a maximum diameter of e.g. millimetres) coasted or not with lead, tin, sine, copper or nickel 17:91, cast iron or attent wares, very coarse and in the rough, who there manufactures of cast iron e/o, wrought iron or steel wares, tubes and pipes in the rough, as a rough tools, plonghabares, asless for carriages, anvils, tubes and pipes of all sorts, riveted, soldered or galvanised, railway chairs, points, and crossings for railways, coupling irons, &c. 1:21, common rough turned, filed, planed or dressed with preservative paint, tarred or tinned, in combination with wood or not 2/101, fine, painted, polished, varnished or enamelled combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted with the combined or not with other materials 6:2, ditto casted or not with other materials 6:2, ditto casted or not with other materials 6:2, ditto casted or not with other materials 6:2, ditto casted or not with other materials 6:2, ditto casted file of the distribution of all sorts (except locomotives) and finished parts thereof 1/15, detached parts of materials 6

Iron and Steel—continued.

2nd class, machinery (not specified), weighing more than 1,000 kilogs;
3rd class, machinery (not specified), weighing less than 1,000 kilogs;
4th class, machinery for making effervescing waters.

Iron Sleepers,—See Iron and Steel

fron Goepers,—See Iron and Steel Iron Wares.—See Iron and Steel, Iron,—J. Elephants' teeth 15 boos per 100 catties, Jewellery.—See Gold and Silver Wares,

Kitchen Utensils.—See Brass and Copper, also Iron and Steel.

Knives.—See Iron and Steel.

Lace.—See Woven Manufactures.

Jute.—See Linen.
Kitchen Utensiis.—See Brass and Copper, also Iron and Steel.
Knives.—See Iron and Steel.
Lace.—See Woven Manufactures.
Latches.—See Iron and Steel.
Latches.—See Iron and Steel.
Latches.—See Iron and Steel.
Lawn.—See Woven Manufactures.
Lead and Lead Wares, per cwt.—A. Lead in blocks, pigs, &c., also old broken and refuse lead, hard lead and type metal 10d. ditto cast as vessels, pipes, plates, bullets and shot 40d. ditto rolled or drawn. &c., printing type and sterrotype plates 40d. lead wares, common, such as household utensils combined or not with wood or iron roz, lead wares, fine, combined or not with other materials 15/3, white lead, red lead 3(d).
B. litharge 16d; Ar. Lead per kilo, in bars, pigs, or lumps, pieces or scrap, or any other unmanufactured 70 r. in leaves for packers or scrap, or any other unmanufactured 70 r. in leaves for packers or scrap, or any other unmanufactured 70 r. in leaves for packers on sunf. &c., 350 r. in tubes for aqueducts, and in sheets voiled, in plates, or in wire too r, in weights for scales, for clocks, and for use in fishing to r, articles not otherwise mentioned—plain 30o r, silvered, entirely or in part 1,600 r, gilded, entirely or in part 2,400 r; C. In pipes and tubes 15/2 a v, in bars and plates 6.
Ch. Cor. free; Ch. In pigs, 100 catties 0°2'50, in sheets 0°3'50; Cor. by 163 d. a. v, manufactures 7½ a v; D. Lead, pig free, ditto sheet or rolled, pans, bullets and shot 2/4, lead wares varnished, lacquered or pannted £1 rs 8d, other kinds 12 rs, printing type 7/t.
E. F. white lead, red lead 2/4½. E. Of all kinds, 3/d per kilo; F. Lead in pigs, bars and slabs, also old lead and filings free, alloyed with antimony, in pigs 1/2, rolled or hammered 1/21, wares, pipes, &c. 1/22, white lead, red lead, pitharge free; Gr. Lead in blocks, plates and shotes 3/23, lead wares to a scale, pipe 1/3, white lead, red lead, intharge free; H. Manufactures 10/4, p

G.

Lead and Lead Wares—continued.

pig, sheet, tubes, bullets and shot yid, lead wares, plain or lacquered 6.9, ditto gilt, silvered or lacquered 18.3, white lead 1.111, red
8m. lead and litharge red; Sm. Lead raw, in pigs or rolls free, lead
wares, nor painted or lacquered 3.111, painted of lacquered 19.9,
8z. white lead 2.101, red lead and litharge free; Sz. Lead, pig, plates
and old lead 1.21, ditto hammered or rolled in sheets, tubes and pipes,
also ball and shot, hard lead and type metal. 710, lead wares not
painted nor varnished 2 ro, ditto polished, painted or varnished 6.6,
printing type, old 71d, ditto new 2.101, white lead 1.21, red lead 4.81,
T. USC, litharge 1.21; T. All kinds 8% a v; USC. Per kilog, in ingots,
or in sheets, tubes, or other objects, then veight exceeding s
kilogrammes, shot, type 2.5d, toys and paper, or in thin sheets
Ur. 2.11, caps for bottles 3d, other 1/8; Ur. Printing type 8, a v;
Ven, Ven, 3rd class, bars, &c., unmanufactured, shot, ball, 4th class,
manufactured (not specified), solder, 5th class, toys, and class,
paints, black lead, red lead, chromate of lead.
Leather and Leather Wares.—See Hides and Skins.
Linen, Hemp and Jute, Yarns and Thread,—See Yarns and Thread (Linen,

Linen, Hemp and Jute, Yarns and Thread. See Yarns and Thread (Linen, Hemp and Jute).

Linen, Hemp and Jute (Woven Manufactures).—See Woven Manufactures (Linen, Hemp and Jute).

Liqueurs .- See Spirits.

Litharge. - See Lead and Lead Wares. Lithographs. - See Paper, &c.

Locksmiths' Wares.—See Iron and Steel.
Locomotives.—See Iron and Steel.
"Lombard" Chocolate.—See Coppe

Machines and Machinery. See Brass and Copper; also Iron and Steel,

Malt Extract .- Sz. 6/3 per cwt.

Maps .- See Paper, &c.

Marine Engines.—See Iron and Steel.

Matches, Lucifer and Wax, per cwt.—A. Wooden free, wax and stearine 3/0½;

Ar. Matches of wax 50% per kilo, wooden 45%; B. 30% av; C. Of all kinds 35% av; Cor. 5%; D. 16.6; F. Imported for the Régie, of wood 4/10½, other 8/2, imported on private account, prohibited; G. 5/1; Gr. Prohibited; H. 5% av; L. Wooden 45°076d, other kinds 6/1*141; Nic. 2d per 16; N. Free; PR. All kinds 46 centavos per kilog; P. Matches of all descriptions 80 r per kilo; R. £2 cs 8d; Rus. 3½ per 200 boxes of 75 matches, or less, and 3½ for 30 boxes of 75 to 300 matches; S. Wooden 7/7½, other kinds 13.9; Sn. 2/10; Sz. 2/0½; T. 8% a v; USC. Wooden 10d. wax 1/8 per kilo; Ur. g w Mathematical Instruments.—See Iron and Steel

Mathematical Instruments.-See Iron and Steel,

Mattresses. - See Woven Manufactures - Woollen and Worsted.

Metal Laces .- See Iron and Steel.

Millstones.—See Grindstones.
Mirrors.—See Glass and Glasswares.

Mirrors, -See Glass and Glasswares,
Molasses, -See Sugar,
Moleskins, -See Woven Manufactures,
Morocco Leather, -See Hides and Skins,
Muslin, -See Woven Manufactures,
Nails, -See Brass and Copper; also Iron and Steel
Needles, -See Iron and Steel,
Needle Wire, -See Iron and Steel,
Needle Wire, -See Iron and Steel,
Nets, -See Woven Manufactures,
Oil Cake, -A. Free; B. Free; D. Free; F. Free; G. Free; Gr. Not specified;
H. Free; I. Free; N. Free; P. Not specified; R. Lir per cwt;
Rus, Free; S. Not specified; Sn. Free; Sz. Free; T. 8% a v.
Oilcloth, -See Woven Manufactures (Linen, Hempen and Jute),
Oiled Silk, -See Woven Manufactures (Silk).
Oils, Rock, -See Petroleum.

Oils, Rock.—See Petroleum.
Oils, Rock.—See Petroleum.
Oils, Seed.—See Seed Oil.
Optical Instruments.—See Iron and steel
Packing Cloth.—See Woven Manufactures,
Painted Straw.—See Straw Plaiting.

Paints .- See Barytes, also Lead, &c.

Paper, &c., Stationery and Books, per out.—A. Paper (a) grey blotting paper, rough packing paper (sized or similard), common matchcard, carton pierre, press boards, turned or significated passed boards, later paper and paper free, (b) packing paper, smooth, sized, dyed, varnished or tarred, also common ususted paper (coarse grey, half white and dyed) and all unsized printing paper, mouldings of carton pierre or of similar materials not panned or lanquered 20/6, (c) paper not otherwise specified, also lithographed, printed or lined for tickets, invoices, &c., drawing paper, artists cardboard, &c., jol., (d) gold and silver paper and paper with real or false gold and silver or paper, and paper, artists cardboard, &c., jol., (d) gold and silver paper and paper with real or false gold and silver or paper, hangings 19/3 (c) paper wares, wares of paper and cardboard also of papier make for wood pulp, mouldings of caston pierre or similar materials not included under (d), wares of the abovenamed studies in combination with other materials, so far as not included under indiarabber, leather or small wares, paper and pasteboard lined with cortico or lines, and cawboard the faces of the seed, has linings of paper of under a card wares, chromo-lithographed tickets, and signeties, games, paper lines, book overs combined with line or cotton and in combination with other materials not comprised under leather and small, wares far tos 6d, (gr) playing cards fay os rid. (NOTE.—Playing cards fay os rid. (NOTE.—Playing cards fay on the kinds far tos 6d, sealing-was to/a, pencils, lead and crayons in cases or not £1 as 5d, ink and ink powder 10/2.

Ar. rags and wood pulp for paper manufacture free; Ar. Playing cards 4 as ad pen gross, writing and printing paper 10/2, printed books, printing implements (excluding types) \$5, book coverings of tortoischell, mother-of-pead, ivory, fine metal or Russia leather 45% as, paper, straw, brown, wall, Coloured, paper-hage and tower thereof, playing cards 10/2, with for writing or drawing 00/2, Paper, &c., Stationery and Books, per cwt. - A. Paper (a) grey blotting paper, rough packing paper (sized or unsized), common basteboard, carton pierre, press boards, tarred or asphalted pasteboard, slate paper and tablets thereof not combined with other materials, emery and sand

Paper, &c.—continued.

ink, writing and ink powder 7/1, gross weight printing ink 4%, books, printed of all kinds, bound or unbound, rags free; E.

Maps and engravings violed per kilo, envelopes at per kilo, copy books 1d, paper and manufactures 3dd per kilo, sand paper ad per kilo; F.

Paper of all kinds, except fancy paper 3/2, fancy paper, coloured, marbled, embossed, gilt or silvered 6/1, "carboard, in sheets, of all kinds 3/2, ditto ground, called papier mache 3/2, ditto cut and arranged in boxes covered with white or coloured paper 1/18, ditto albums and cardboard goods, decorated with patients, wever a silver and arranged in boxes covered with white or coloured paper 1/18, ditto albums and cardboard goods, decorated with patients, wever maps, printed music, labels, tickets engraved or coloured free, playing cards prohibited, slate pencils, plain, without case 4dd, ditto cased in white wood, varnished or not and carpenters pencils 1/2, pencils, other kinds, fine, cased in cedar and other dyed woods, and coloured pencils. Ja 16s 11/2, books, rags unprepared or in pasts free. "(Nortz.—In addition to the above duties on paper and earthboard, the following rates of excite the year level upon the understand other similar papers of all kinds and sizes 6/4 per cwt. (3) on letter paper 4/78, (3) on paper and cardboard, the following rates of excite they are level upon the understand of the colour papers of all kinds and sizes 6/4 per cwt. (3) on letter paper 4/78, (3) on paper and cardboard in the leady of the colour with or without addition of colouring matter 2/14). Q. Paper and pasteboard, understand of the colour side of the colour with or without addition of colouring matter 2/14). Q. Paper and pasteboard understand the colour side of the colour side of the colour side of the colour side of the colour side of the colour side of the colour side of the colour side of the colour side of the colour side of the colour side of the colour side of the colour with or without addition of colouring matter 2/14). Q. Pap

Paper, &C. —continued.

fine, over 1.5in, ditto 3/6, ditto ordinary, under 1.5in, ditto 2/11, scholar, common, ditto 1/6, letter ditto 2/1, ditto gitt edge, ditto 1/6, wrapper, cartridge, &c. per quire, ruled for music 6d, wall, sain, velvet and gill, per roll 1/6, ditto satin, velvet, ditto 9/2, ditto 1/8, boxes, per dor 8/1, ditto 3/2, hair, ditto 3/4, waterproof, ditto 1/8, boxes, per dor 8/1, ditto office, ditto 4/2, ditto hair, ditto 3/4, waterproof, ditto 1/8, boxes, per dor 8/1, ditto office, ditto 4/2, ditto hair, ditto 3/4, base per dor 8/1, ditto office, ditto 4/2, ditto hair, sugar-rings, paper, paper-bangings, cartridge paper, registers, cardboard, &c., physical, paper double-hair ware from the control of the 1/2 ditto 1/2, paper double-hair ware from the control of the 1/2 ditto 1/2, ditto 2/2, ditto 1/2, ditto 2/2, ditto 1/2, ditto 2/2, ditto 1/2, ditto 2/2, ditto 1/2, ditto 2/2, ditto 1/2, ditto 2/2, ditto

Paper, &c .- continued.

R.

ordinary packing, and sand paper ditto 2 p. 90 c, other so p 30 c, cardboard in sheets and boxes, lined with ordinary paper and articles of cardboard, paste or cardboard store, unfinished, ditto 3 p 91 cts, ditto finished, and cardboard boxes ornamented or lined with fine of cardboard, paste or cardboard store, unfinished, ditto 3 p gr cts ditto finished, and cardboard boxes ornamented or lined with fine paper, or other materials per kilo 46c; P. Paper, writing, of all qualities and colours £1 45 11d, painted paper 12/6, pasteboard and cardboard 1/10d, other kinds of paper 3/6, paper paste for the manufacture of paper, free, playing cards £1 45 11d, cardboard wares £2 75 1d, prints, engravings and lithographs, also music, free, maps and atlases free (tax of 2% a v), ink, writing 12/6, printing and lithographic 14/11 (gross weight), scaling-wax, pencils, blacklead, &c. £9 75 1d, books in a foreign language or in Portuguese when the author resides abroad, unbound or in paper covers free (tax of 2% a v), in Portuguese, if the author resides abroad, unbound or in paper covers free (tax of 2% a v), in Portuguese, if the author resides in Portugal, reprints of Portuguese works £1 45 11d, blank books, stitched or bound £1 175 3d, bound printed books 12/6, rags and materials for paper-making free, manufactured articles of card or pasteboard 1/26d, per kilo; R. Paper, common, grey or other packing paper, tarred or not, pasteboard, glass paper, emery and other aimilar paper 3/3 paper not specially mentioned 7/9, fancy paper, gilt or silvered, ornamented in relief, note paper, with monograms or other designs, and cavelopes to match, china paper, as well as all manufactures of paper, plain or combined with common materials £1 45 48, paper-hanguages of all kinds 16/2, pasteboard vig, tickets, accounts, invoices, bills of exchange, &c., cartes de visite, &c., almanacs pasted on card or not, patterns for embroidery, &c., all the above printed, engraved or lithographed, but not gilt or silvered £5, all other paper wares, such as playing cards of all kinds, shades, fans, even mounted or common wood, or simply varnished or lacquered, bouquet holders, &c. £6 25, books of all kinds free, maps and atlases, photographs, engravings, lithographed, but not gilt or of ordinary or fine wood, varnished, wi lithographed and printed, albums, free, ink for writing £1 os 5d per cwt, ditto printing £1, pencils, common, without cases 12 a, pencils, of ordinary or fine wood, varnished, with or without cases £1 ss per lb, pens, metallic £4 is 3d per cwt, ditto quills £2 os 8d, sealing-wax £1 5s ed; Rus. Waste paper £1 is se per poud, paster board not otherwise specified, paper bobbins for silk winding, tarred paper for roofing, &c. £11,† papier mâché and carton pierre, not manufactured, and cardoard of wood pulp ½2,† articles of papier mâché and carton pierre, not polished or painted, 4/11,† articles of papier mâché polished or painted, 4/11,† articles of papier mâché polished or painted, 4/11,† articles of papier mâché polished or painted, 4/11,† articles of papier mâché polished or painted, 4/11,† articles of papier mâché polished or painted (except amall wares) £2 os 11d,† unisized paper, white or coloured, without ornaments, ruled for music, and paper for embroidery, without pattern, also glared pasteboard of all kinds £1 is 8d, sized paper, white or coloured, paper-bangings and borders thereof £2 os 3d,† writing or printing paper, gift or silvered or ornamented with pastings, borders, crests, cyphers, pictures, &c., envelopes, thin Rus. £1 1es od,† writing or printing paper, gilt or silvered or ornamented with pastings, borders, crests, cyphers, pictures, &c., envelopes, thin tablets of gelatine, imitation of paper, when for printing £1 148 4d per poud, similar tablets with ornaments £1 48 8d per poud, lamp shades and artificial flowers £4 68 8d,† paper ornaments used for sweet-meats 3/4,† as well as engravings, oleographes, prints, drawings, &c., printed, lithographed or photographed £3 178 9[4], supplements to Russian journals of printed drawings and designs £1 50 old per poud†, paper for cigarettes, tissue paper, also papers with ornaments and drawings for printers, bookbinders and confectioners work, paper for cigarettes, tissue paper, also papers with ornaments and drawings for printers, bookbinders and confectioners work, paper for cincular with natterns, coloured or not bookbinders work, all kinds. ings for printers', bookbinders' and confectioners work, paper for embroidery, with patterns, coloured or not, bookbinders' work, all kinds, and office and copying books, bound or not £5 152 2d,† books and publications printed in foreign languages, including those containing in their text music, charts, plans, drawings or engravings, printed, oleographed or photographed, free, music, maps and drawings, printed, lithographed or photographed £1 195 3d, writing machines free, books printed abroad in the Russian language, unbound £1 55 7d, bound £2 45 4d, pens, pencils, &c. £6 105 1d,† link and ink powder 19/8,† scaling-wax £1 15 8d,† rags, paper pulp of all kinds free; Sal. Per ream, letter paper, ruled or not, tenil. long 1/15, 1510 long 5/5, plain white (crown brand) 2/6, ditto foolscap 1/8, linen, cigarette, thin for copying presses 6/3, coloured for advertising 9/3, coloured China, for flowers, &c. 2/d, gold of silver gilt £2 05 ad, letter with printed headings £1 45 8d, letter, large size £3 55 10/4, brown wrapping 2/3, printer's 12/4, drying 9/42, invoice, ruled 3/2,

Paper, &c.,—continued.

theket or note 12/4, glaxed 9/4), card, per lb. ordinary xd, fancy xd, coloured walk, per roll ydd, dinto gitt x/10/1, wall with landscapes, illumination, &c. per yira ydd, \$1. Paper, straw and common packing paper xd, endless, unixed or half-staced, for printing 4-0/1, for writing or line sraphing or for prints; 11/2, cut paper, paper made by hand, culed paper, also writing paper with linitographed headings 20/9, paper, also writing paper with linitographed headings 20/9, paper paper, also writing paper with linitographed headings 20/9, paper paper, also writing paper with linitographed headings 20/9, papers 20/9, paper and other brinted papers of the control pierre, not finished 20/9 articles of papier makeh finished and card-board boxes adorned or lined with into paper or not head 20/9, penelts 32/8, sealing war 4/07, books, or other printed papers, 90, penelts 32/8, sealing war 4/07, books, or other printed papers, paper rice, diffto other kinds 2/10, cartridge, packing, blotting, or other similar papers 11/8, gift, silvered or glacet paper 11/4, other kinds 2/10, cartridge, packing, blotting, or other similar papers 11/8, gift, silvered or glacet paper 11/4, other papers 11/4, gift, silvered or glacet paper 11/4, other papers 11/4, gift, silvered or glacet paper 11/4, other papers 11/4, gift, silvered or glacet paper 11/4, other papers 11/4, gift, silvered or glacet paper 11/4, other papers 11/4, gift, silvered or glacet paper 11/4, other papers 11/4, gift, silvered or glacet paper 11/4, other papers papers 11/4, gift, silvered or glacet paper 11/4, other papers and bapers, gift, silvered or paper of papers or paterboard, unlacquered 13/9, heaptered, and articles of paper or paterboard, unlacquered 13/9, heaptered, and articles of paper or paterboard, unlacquered 13/9, heapter mapers, or for october 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9, penelty 13/9

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Paper-hangings .- See Paper.
    Parasols.—See Umbrellas and Parasols.
    Parchment.—See Hides and Skins.
    Pasteboard.-See Paper, &c.
    Patent Fuel.-See Coal.
  Pencils—See Paper.
Pens.—See Paper, &c., also Iron and Steel.
Pepsine.—I. Acidulated with hydrochloric acid £2 8s.
    Perambulators.—See Carriages.
    Perfumed Oils. - See Perfumery.
Perfumery, Per cwt.—A. Perfumery.

Perfumery, per cwt.—A. Perfumery wares made up, and rouge £2 10s 10d, scented soap 15,3° non alcoholic scented waters 6/1,° rosemary oil 6/1,° other perfumed oils, pomades, and aromatic vinegar 10/2,° (*when these articles are imported into Austria made up as perfumery Ar.

Ar. wares, they are charged £2 10s 10d per cwt.); Ar. Of all kinds 50%

B. a v; B. Scented soap 2 ≤3, perfumery wares, as pomatum, perfumed oils, scented waters, rouge, &c. 10% a v, alcoholic scents 5/1½ per gallon; Br. Excluding essences and pure oil 1 rooo per kinds in pots, flasks, or vases of porcelain, gilded or ormamented, and of C. Cor. No. 2 glass, pay double the respective duties; C. 35% a v; Cor. 20% a v; D. Scented waters, essential oils, and pomatum, scented soap £1 1/2 8d per cwt, rouge £1 12s 11d; F. Perfumery mixed with alcohol 1/4½ per gallon of pure spirit, excise duty in addition 5/8, ditto perfumery without admixture of alcohol, scented soap 3/3 per cwt. (Note.—An additional excise duty is charged on transparent soap manufactured with alcohol, at the rate of 19/1 per cwt.) Other
                                        alcohol 1/4½ per gallon of pure spirit, excise duty in addition 5/8, ditto perfumery without admixture of alcohol, scented soap 3/3 per cwt. (Note.—An additional excise duty is charged on transparent soap manufactured with alcohol, at the rate of 19/1 per cwt.) Other soap manufactured with alcohol, at the rate of 19/1 per cwt.) Other soap manufactured with alcohol, at the rate of 19/1 per cwt.) Other soap manufactured with alcohol, at the rate of 19/1 per cwt.) Other soap 15/3; Gr. Perfumery wares, scented oils, also scented waters not containing alcohol, in vessels containing at least 10 kilos 10/2, rosemary oil 6/1, other kinds of Gr. perfumery £2 10s 10d, scented soap 15/3; Gr. Perfumery wares, Hay. Scented soap 5/1, excise duty in addition 8/6, perfumery containing alcohol, for each 50% of alcohol import duty 3/1d per gallon, excise dwaters, essential oils, Macassar oil and perfumery wares 5½ a v, scented soap 5/1, excise duty in addition 8/6, perfumery containing alcohol, for each 50% of alcohol import duty 3/1d per gallon, excise lduty 4/6/1; I. Per cwt (including weight of bottle or wrapper) alcoholic £2 0s 7/1d, with addition of 144 lire for the alcohol contained. NI. non-alcoholic £2 0s 7/2d, inl. Scents and perfumery prepared with alcohol same as spirits, all other 10% a v; Nfc. Per lb. Cologne water, Florida water 3/1d, aqua fortis, orange, and rose water 12/1d, oils, soaps, powders 5/1; N. Scented waters not containing spirits, including totilet waters 6/1 powders of all via oil (weight of bottles included) £2 10s 6/1d, essential oils (weight of bottles included) £2 10s 6/1d, essential oils (weight of bottles included) £2 10s 10d, pomatum (weight of interior package included) PR. 19/2, transparent soap 16/11, other kinds of toilet soap 5/8; PR. Perfumery and perfumed vinegars £2 0s 0/1, toilet waters, alcoholic or non-alcoholic, dentifrices, toilette waters, scents of all kinds and perfumed vinegars £2 0s 0/1, toilet soaps, pomade of all kinds, and perfumed oil, powders of all kinds, perfumed oil, s
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Petroleum, per cwt.—A. Raw and not fit for lighting purposes without refining or purifying, (a) of a density exceeding 830° at 12° Reaumur 1 14.

Petroleum-continued.

Petroleum—continued.

(b) of a density of 830° and less 2/04, raw and fit for lighting purposes without refining or purifying 10° 20°, refined or half refined (a) of a density exceeding 870° 1/114, ° (b) of a density of 870° and less 10°, refined of a density of less than 770° for industrial purposes and not intended to be used for lubricating purposes or for lighting Ar.

Ar. (under special conditions) free (*consumption duty included); Ar.

B. Paraffine and stearine per kilo 15°. kerosine 5°°. B. All kinds 80°°. C. De. free; Br. 80° to 10° coper kilo; C. Petroleum, unrefined 15°, 2°° av 5°°.

F. 48½; F. Of British origin, raw 7'4, refined 10°, of other than British origin, or British refining, but imported from England, raw 9'4, refined 12°; G. All kinds 3'0½; (NOTE.—Mineral oil not intended for lighting purposes may be admitted free by special permission.)

Gr. H. 1. Gr. 13°; H. All kinds 3'0½; 1. In demijohns or other similar vessels:—raw 16°/¼, *refined 20°8½, *in other vessels:—raw 15°5½, *refined 10°½, (Mineral and resinous oils imported in demijohns or similar vessels, barrels, casks, or tins, pay on the net weight; when in other vessels, barrels, casks, or tins, pay on the net weight; when in other vessels barrels, casks, or tins, pay on the net weight; when in other vessels that 20° of light oil 2°5½ (20° containing from 20°, to 30° of light oil 4°10½. Heavy oils imported in bulk pay 20°, additional to these duties.) Ni. 6% a v. (NoTE.—As soon as an excise duty on petroleum shall be levied to an amount of 1f 75° per hectolitre, the import duty on this article will be at the rate of Nic. Ni. 8.

Nic. N. 20° so of light oil 4°10½. Heavy oils imported in bulk pay 20°, additional to these duties.) Ni. 6% a v. (NoTE.—As soon as an excise duty on petroleum shall be levied to an amount of 1f 75° per hectolitre, the import duty on this article will be at the rate of nineral oil, unrefined and refined (including vaseline and wagon P. R. Rus. grease) 2/3½; P. 12.6; R. Free; Rus. 9, 9, oil of bitter almonds 8.

Photographs.—See Paper, &c.

Pianos.—A. 10'2 per cwt; B. 6% a v; Br. cottages 120'000 each, grands 180'000 and 30%; C. Pianos and musical instruments of all kinds 35% a v; D. 10%; F. Cottage £2 each, grand £3; G. 15'3 per cwt; Gr. Cottage £3 4s each, grand £5 4s; H. 5% a v; I. Cottage £2 8s each, grand £3; N. Cottage £2 4s 5d, grand £3 6s 8d; P. 30,000 r each; R. 6% a v; Rus. Cottage £10 9s each, grand £17 8s 4d; 8. £6 19s 4d each; Sn. Cottage £3 6s 8d, grand £5 11s 1d; 8z. 6,6 per cwt, pedals for pianos 6'4; T. 8% a v.

Pickles and Sauces, per cwt.—A. In bottles or jars £2 8, in casks 1 61; B. Pickles 4 67, Sauces 15% a v; Br. 200 and 30% per kilo; D. Sauces 16 6 per cwt, pickles 2:41; F. Pickles 1/23, sauces 10:2; G. £1 106 61; Gr. Pickles £1 125, sauces £2 45; H. Sauces £1 125, pickles 5/2 a v; I. Pickles 3/3, sauces 11/2; M. Preserves, pickles, mustard, and sauces, not otherwise distinguished. I w 0 25; N. Sauces, including weight of bottles 13/4, pickles 11/4; P. Sauces £1 45 11d, pickles 8/83; R. Sauces £2 08 84; Rus. £1 105 5d, with an addition of 20% on each rouble of duty leviable; 8. £1 105 7d; Bn. Sauces £1 83 3d, pickles 16 11; Bz. Pickles in jars exceeding 5 kilos in weight 2 104, ditto, in jars or bottles of 5 kilos or less in weight 6 6, sauces £1 08 41; T. 8% a v.

bottles of 5 kilos or less in weight 0 6, sauces £1 cs 41; 1.8% a v.

Pictures.—A. Free; Ar. Works of art 40% a v; B. Free; Ch. Paintings o'ro'o each, pictures on pith or rice paper o'ro'o per 100; Cor. Works of art 20% a v, paintings 25%, pictures framed or not 25%; D. Free; F. Free; G. Free; Gr. Free; Hl. Prints, &c., on paper free, all other 10%; Hay. Art works 20% a v; H. Free; I. Free; Nl. Free; Nic. Per lb, art work, stationery 3d, paintings, lithougraphs or photos, loose or in frames, with or without glasses 1/84, pictures on paper (saints, &c.) 3d; N. Free; Per. Works of art 45% a v; PR. Pictures or paintings, 61d each; P. 5/45% a v; R. Free; Rus. Free; B. Oil paintings 81d each; Bn. Free; 8z. 43d per cwt; T. 8% a v; Ur. Monuments, statues, &c. (marble) 30e; Ven. Fifth class, paintings and portraits on canvas, wood, paper, stone, or metal, 1st class, monumental.

Pig Iron.-See Iron and Steel.

Pin-books. - See Paper, &c.

Pipes (Iron).—See Iron and Steel.

Pitch, per cwt.—A. 6d; B. Free; Cor. 5% a v; D. 6dd; E. Per kilo ad; F. Free; G. Free; Gr. Free; Hl. Free; Hay. Per barrel 2/1; H. Free; I. Free; Nic. Per lb dd; N. Free; Per. 20%; P. Free; R. 4/1; Rus. 6d per cwt gross, with an addition of 20% on each rouble of duty leviable; Sal. Per lb gw dd; S. 2d; Sn. Free; Sz. 1d per cwt; T. 8% a v; USC. Per kilog, block used in constructing ressels 2dd; Ven. Second class.

Pitchforks.—See Iron and Steel.

Pitchforks, -See Iron and Steel. Plate Glass.—See Glass and Glass Wares.

Playing Cards .-- See Paper, &c.

Ploughs and Ploughshares .- See Iron and Steel.

Plush .- See Woven Manufactures.

Polish .- See Grease.

Pomades. -- See Perfumery.

Porcelain.-See Earthenware and Porcelain.

Porcelain Plaques .- See Earthenware and Porcelain.

Pork (Salted), per cwt.—A. 3/0; B. Free; D. Free; F. 1/10; G. 10/2; Gr. Free; H. Salted 103d, smoked or dried 1/03; I. 8/2; N. Smoked 11/4, other kinds free; PR. Per 100 kilos, 4 p 6 cts; P. 18/8; R. Salted 12/2, smoked £2 os 8d; Rus. 7/11°; 8. 6/1; Sn. Free; 8z. 1/p; T. 8% a v.

Portmanteaux.—See Hides and Skins.

Printing Type.—See Lead and Lead Wares.

Quiltings .- See Woven Manufactures.

Rails, Railway Carriages, Railway Points, Railway Wheels.-See Iron and

Steel.

Ready-made Clothing.—See Indiarubber and Gutta Percha, also Woven Manufactures

Red Lead. - See Lead and Lead Wares.

Ribbons. - See Woven Manufactures.

Rivets.-See Iron and Steel.

Rock Oils.—See Petroleum.

Rock Salt.-Sec Salt.

ROCK BAIL.—See Sait.

Roofing Slates.—A. Free; B. 1/71,000; D. Free; F. 1/71,000; G. 91d per cwt, entering by sea 3d; Gr. Free; H. Free; I. Free; N. Free; P. Free; R. Not specified; Rus. 31d per cwt; S. 6d per ton; Sn. Free; Sz. 91d per ton; T. 8% a v; US. 25%.

Rosin.—A. Common 6d per cwt, refined 1/6, B. Free; Cor. 71%; D. Brown and yellow rosin 61d, other kinds 11/9; E. Per kilo 1/0; F. 92d; G. Free; Gr. Free; HI. Free; Hay, Per barrel 2/1; H. Free; I. 1; Nic. 1/2 per lb; N. Free; Per. 10%; P. Common free, other kinds 5/45% a v; R. 4/1 per cwt; Rus. White rosin 1/1, tother kinds 3/3; Sail. 1/2 per lb; S. Pine rosin ad, other kinds 4/0; Sn. Free; Sz. Raw 1d, refined 71/2 ; T. 8% a v; USC. Per kilo 1/2 d.

Rouge.—See Perfumery.

Rouge.—See Perfumery.

Rugs .- See Woven Manufactures.

Rum.-See Spirits.

Russia Leather. - See Hides and Skins.

Sacking. - See Woven Manufactures.

Saccharine.—B. 140 francs per kilo; P. £3 6s 8d per kilo; S. Prohibited for purposes of food; Sz. 4/ per cwt.

Saddlery and Harness .- See Hides and Skins.

Sailcloth.-See Woven Manufactures.

Sails .- See Woven Manufactures, Linen (Hempen and Jute).

Sal Ammoniac, per cwt.—A. 1/61; B. Free; Br. '150 and 30% per kilo;
D. Free; F. Raw 3/3, refined 4 101; G. Free; Gr. kree; H. Free;
I. 1/71; N. Free; P. 5% a v; R. Free; Rus. 2/2; S. 41d; Sn. Free; Sz. 5d; T. 8% a v.
Salmon.—See Fish.

Saltpetre, per cwt.—A. Raw (nitrate of soda) free, refined all kinds 1/6}; B. Free; D. 1/2; F. Free; G. Free; Gr. Free; H. Free; I. Nitrate of soda raw free, ditto refined, and nitrate of potash 1/2}; N. Free; P. Nitrate of potash 7/6, nitrate of soda free; R. Free; Rus. £1 45 8d, S. Nitrate of potash 7d, nitrate of soda 1/2d; Sn. Free 8z. Unrefined 1d, refined 5d; T. 8% a v.

8alt, per cwt.—A. rold. Salt can only be imported into Austria by special permission, and is subject to a licence duty in addition of 9/6 per cwt. w.,—A. 199d. Salt can only be imported into Austria by special per mission, and is subject to a licence duty in addition of 9/6 per cwt. Under certain conditions salt may be imported free for chemical works and other industrial purposes; Ar. 10% a v; B. Salt refined and unrefined free; D. Rough rock salt in blocks 11½d, other kinds 1/2; F. Salt unrefined or refined, if European 1/ per cwt. from Senegal free; G. By land frontier 6/6, by sea 6/1; Gr. Prohibited; H. salt. unrefined free, ditto refined 10/2, excise duty on unrefined salt 1/1; I Sea and rock salts prohibited. Every mixture of soluble salts is considered as salt in which "clora" exists in proportion greater than 15'2%, and "sodium" in greater proportion than 9'2%; M. Salt common or for table use g w 0'2; Ml. 2ft per 100 kilos; N. Rock salt 2d, refined salt in blocks and lumps 1'10½, other cooking salt (at the Custom Houses of Hammerfest, Vardo, and Vadso) '87d per bushel, other cooking salt (at other places) 1½d; P. 1/5 per bushel; R. Prohibited; Rus. Into ports of the White Sea 11½d per cwt, into ports of the Black Sea and Sea of Acov prohibited, on any other frontier 1'11½, imported for the manufacture of soda free; B. 2½d, Vichy salts in powder and doses £3 38 4d per poud gross; Sn. Free; 8z. Common 1½d, table salt in packets 4.0½. (Notz.—Salt can only be imported into Switzerland by special permission of the Cantonal authorities.) T. Prohibited.

Salted Beef .- See Beef Salted.

Sardines. - See Fish.

Sauces. - See Pickles.

Scarves .- See Woven Manufactures.

Scented Soap. - See Perfumery, also Soaps.

Scented Waters. - See Perfumery. Scissors.—See Iron and Steel.

Scrap Iron.-See Iron and Steel.

Scythes .- See Iron and Steel.

Sealing-Wax .- See Paper, &c.

Seed Oils, per cwt.—A. In casks, skins, and bladders 1.61, in bottles and jars 10.2; B. Free; Br. per kilo, 70 to 3.500; C. Oil of every kind 25% a v; Ch. Hemp seed and cotton, 100 catties 0.370; Cor. Rapesed 8% a v; D. 4.84; F. 2/51; G. In bottles or jars 10/2, in casks 2/01; Gr. 6.41; Hay. Linseed 6d per gallon; H. 540; I. 5.111; N. 2.31; PR. Per 100 kilos 6 pesos 75 c; P. Linseed oil 9.117, other kinds 17/5; R. 8.2; Rus. 2/4; Sal. Linseed 24 per gallon; S. 9.5; Sn. 3.111; Sz. 47d; T. 8.7 a v; USC. Per kilo. Linseed oil for preparing paint 5d; Ur. g w linseed per litre 5 c; Ven. 4th class linseed. 4th class linseed.

Sowing Machines. - See Iron and Steel.

Shawls. - See Woven Manufactures (Silk).

Shears .- See Iron and Steel.

Sheep Skins. - See Hides and Skins.

Sheet Iron.-See Iron and Steel.

Sheets. - See Woven Manufactures.

Shell Fish .- See Fish.

Shell Fish.—See Fish.

Ships and Boats.—A. Of wood, with or without sheathing of iron or copper 03d per ton measurement, of iron or other metals, and steam vessels of all kinds 10. (NoTE.—The engines of steam vessels are charged separately.) B. Free; D. 3% a v; F. Sea vessels of wood or iron 17½ per ton burden, river boats of wood 81, ditto of iron £1 225; G. Free; Gr. Free; H. 1% a v; I. Free; N. Free; P. New or navigable exceeding 200 cubic metres, and steam tugs with a gross tonnage exceeding 200 cubic metres, a tax of 2% a v, sailing or steam ships, new or ready for use, up to 200 cubic metres 12% a v, vessels conexceeding 300 cubic metres, a tax of 2% a v, sailing or steam ships, new or ready for use, up to 200 cubic metres 12% a v, vessels condemned as unseaworthy (on the sale price) 7% a v; R. Steamships of all kinds 1/3 per ton registered, sailing ships of all kinds 9%d, deredgers 9.5d per ton gross, boats common of wood 8° each, ditto gauging up to two tons included 16′, ditto from two to five tons £2, ditto from five to ten tons £4, barges and luggers of deal 4/97 per ton gross, of oak 8 of, ditto pleasure boats of wood or metal, or of wood and metal combined £7, 45 each; Rus. Sea and river-going vessels of every description, with or without rigging (1) iron-built, per ton displacement, first too tons 38 roubles ner ton, above 100 and tons 100 mills. per ton displacement, first 100 tons 38 roubles per ton, above 100 and

Ships and Boats-continued.

not exceeding 1,500 tons 20 roubles per ton, above 1,500 tons 10 roubles per ton, (2) wooden vessels, per ton displacement, first too tons 12 roubles per ton, above 100 tons 12 roubles per ton; iron-built vessels, imported in parts, with or without engines, shall pay duty on each part according to their corresponding sections; all articles on each part according to their corresponding sections; all articles entered in a ship's inventory shall also pay duty under corresponding heads of tariff, except such articles as are necessary for the safe navigation of the ship or may be permanently fitted to her hull;

8. Wooden ships and boats up to 50 tons register £1 128 per ton registered, wooden ships from 51 to 300 tons register £1 28 per ton registered, wooden ships from 51 to 300 tons register £1 as per ton Free; 82. 8% a v; T. 8% a v.

8hips Cables.—See Iron and Steel.

Shot. - See Iron and Steel. Shovels .- See Iron and Steel. Silk Yarns and Thread.—See Yarns (Silk).
Silk Woven Manufactures.—See Woven Manufactures (Silk). Silver — See Gold and Silver Wares.
Silver Leaf.— See Gold and Silver Wares.
Silver Wares.— See Gold and Silver Wares.
Silver Wire.— See Gold and Silver Wares. Skates. - See Iron and Steel. Slag. - See Iron and Steel.

Slag.—See Iron and Steel.

Sledges.—See Carriages.

Snuff.—See Tobacco, &c.

Soaps, per cwt.—A. Common 2 64, fine soap in cakes, tablets, cases and jars, and scented soap 15/3, solutions in coal tar in casks 9/7, fancy and creoline £1 8s 9d per 100 kilos; B. All kinds 2/54; Br. Not perfumed, black or brown '60 per kilo, yellow '150, white '300; Ch. Free; Cor. Common 5/2 a y, superior 10% a v; D. Scented soap, soap in tablets and soap powder £1 17s 8d, other kinds 2/44; E. Per kilo 1/04; F. Scented 3/3,* other 2/54, (*exclusive of excised uty on transparent soap, see Perfumery); G. Soft soap 2/64, hard soap not otherwise specified, in bars. &c. 5/1, soap in tablets, balls, boxes, jars, pots, &c. perfumed Scented 3/3, 'Other 2/51, 'Exclusive of excisedury of transparent scapp, see Perfumery); G. Soft soap 2/64, hard soap not otherwise specified, in bars, &c. 5'1, soap in tablets, balls, boxes, jars, pots, &c., perfumed soap of all kinds 15'3; Gr. Common 6/4\frac{1}{2}, other, not scented 12/0\frac{1}{2}, scented 28'; Hl. Free; Hay. Per cwt 4/2, toilet per dozen 8d; H. Scented soap 5/1, excise duty in addition 8 6, other kinds 3 9\frac{1}{2}, excise duty in addition 8 6, other kinds 3 9\frac{1}{2}, excise duty in addition 8 6, other kinds 3 9\frac{1}{2}, excise duty in addition 8 6, other kinds 3 9\frac{1}{2}, excise duty in addition 8 6, other kinds 3 9\frac{1}{2}, excise duty in addition 8 6, other kinds 3 9\frac{1}{2}, excise duty in addition 8 5, soap bar 50 cents per 100 catties; Nic. \(\frac{1}{2}\text{diper lb, perfumed 36}; \). Soap bar 50 cents per 100 catties; Nic. \(\frac{1}{2}\text{diper lb, perfumed 4}; \). Soft soap 1/10\frac{1}{2}, transparent soap 16:11, other kinds 5/3; \(\frac{1}{2}\text{Per}, -0\frac{1}{2}; \text{Per}, er 100 kilos, common 3 per 37 cts: P. 50 r per kilo; R. Soap except perfumed 12/9, dilet scented \(\frac{1}{2}\text{13} \text{3 ad}; \text{Rus. Soap of all kinds not perfumed 14/9, ditto scented in cakes, in powder or liquid \(\frac{1}{2}\text{13} \text{5 all. Common 3d, fancy 9d per lb, g w; S. Common 6.5, scented \(\frac{1}{2}\text{3 11s; Sn. Soft soap 2 to, other kinds not perfumed 5/3, sperfumed 13/10; \(\frac{1}{2}\text{2.7 dil; T. All kinds 8/2 a v; USC. Per kilo, common, Castile, perfumed. Soda, Carbonate of, Bicarbonate of, Caustic, Crystals of, and Soda Ash.—See Alkali.

Alkali.

8oda, Sulphite and Hyposulphite of.—See Bleaching Materials. 8ole Leather.—See Hides and Skins.

Spirits, per cwt.—A. Spirits, plain, of all kinds £3 is od. liqueurs, punch, arrack, rum and other sweetened spirituous liquors £3 178 3d. (Note.—Consumption duty is included in the above rates.) Ar. Of all kinds 45% a v, wine, common, in casks 8 cts per litre, ditto fine, in casks 2 cts, ditto of all kinds, in bottles not more than 1 litre 25 cts, beer or cider 15 cts, spirits of wine in casks not exceeding 30 degrees 15 c. per kilo, brandy, gin, anis, cherry brandy, bitters not above 25 degrees 20 c, bottled spirits of wine not above 25 degrees per litre 20 c, B.

degrees 20 c, bottled spirits of wine not above 25 degrees per litre 20 c, liqueurs, sweet or bitter up to 25 degrees 25 c per litre: B. Spirits for drinking and liqueurs of all kinds, import duty, in casks of 50 degrees strength or less 3/72 (per gallon), ditto for every degree above 50 degrees '87d, in bottles of whatever strength 7/31, excise duty in addition 5% of the above duties, other spirits 4/104; Br. Per litre, absinthe, Kirsch Wasser '900 and 40%, allohol, brandy, cognac, run, whisky '600 and 40%, Geneva '220 and 40%, all other kinds' '400 and 40%, mineral water '200 and 30% per kilo; 'C. 42 cts per litre, Geneva 32 cts, run 42 cts; 'D. Spirits, plain, in casks or bottles 2/71, in casks, of 8 Danish degrees of strength and less 1/22. (NOTE,—

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An additional duty of $\frac{1}{2}d$ per gallon is levied for every $\frac{1}{2}$ of a degree of strength above 8.) Spirits, sweetened, in flasks and bottles 2'7}

F. per cwt, in casks 1'11\frac{1}{2}; E. Per kil, 6d; F. Import duty, brandy and liqueurs in bottles 1'7 per gallon, brandy in casks 1'17 per gallon of pure alcohol, other kinds, except absinthe, in casks or bottles 1 1, ditto excise duty in addition, brandy, liqueurs and absinthe 5 8

Gr. ditto; G. All kinds $\frac{1}{2}$ os 8d per cwt; Gr. Rosoglio and other liqueurs $\frac{1}{2}$ 4s, all other spirituous liquors up to 70 degrees of the areometer (centigrade), including brandy, 1, 11\frac{1}{2}$ per gallon, over 70 degrees 2|\frac{1}{2}$; H. Alcohol and others of same strength, per gallon $\frac{1}{2}$; 1 ** 8d, alcohol for mechanical and scientific purposes, per gallon $\frac{1}{2}$; 1 ** 8d, alcohol for mechanical and scientific purposes, per gallon $\frac{1}{2}$; 1 ** bottles 6 3; spirit of wine per gallon 2'1; gin ditto 1'0\frac{1}{2}$. ditto box of 12 flasks 3'1\frac{1}{2}$, ditto ditto pints 2'1; H. Spirits of all kinds (50\frac{1}{2}$ alcohol), import duty 3\frac{1}{2}$, excise duty in addition 4.6\frac{1}{2}$. (Note.—Methylated spirits are exempt from excise duty.) 1. Pure in casks, &c., (casks, &c., included) 9'\frac{1}{2}$ per hectolitre; all kinds in bottles, from \(\frac{1}{2}$ to 1 litre in capacity 5.76d per bottle, \(\frac{1}{2}$ litre or less 4'32d per bottle; M. Spirits of all kinds, in bottles, without allowance for breakage or leakage, n w 0'50, ditto in wood n w 0'00; NI. Per hectolitre of liquid containing 50 litres of alcohol at a temperature of 15 deg. of the cent. thermometer $\frac{1}{2}$ 3'5 8'd, or in case the excise duty on native spirits levied in N.1. is higher, $\triangle 0$ per be. Foreign spirits more than 12 degrees up to 25 inclusive, by the Carthier alcoholmeter bottle 1'\(\beta\), ditto more than 25 degrees (with special authority of the Government) same duty, with an increase per degree in excess of 1\frac{1}{2
Spirits-continued.
G.
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                                                                                                                                                                                                                                                                                                                                                                                                            ..... 4'4id
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                                                                                                                                                                                                                                                                                                                                                            ,,
                                                            45 " 25 " 1 " 440 " 508d " 25 Sweetened spirits, or spirits mixed with any substance affecting Per. the alleged strength pay as spirits of 100 degrees strength; Per. PR. 70%; PR. Per hectolitre, brandy, common, and aniseed 4 p o6 c: gin 4 p 64 c; cognac brandy, and rum 13 p 85 c; liquors, per litre 20 c; P. Brandy and alcohol pure, in casks and demijohns, per decalitre of pure spirit 1500 r, ditto in bottles, &c., liquids not otherwise distinguished, per decaler. Iltre ot liquid 1500 r; R. All kinds 10 2 per cwt; Rus. Arrack, rum Ferch brandy and spirits distilled from plums in harrely or casks.
  R.
                                                                                                                   litre of liquid 1'900 r; R. All kinds to 2 per cwt; Rus. Arrack, rum French brandy and spirits distilled from plums, in barrels or casks £5 8s 4d per cwt gross, in bottles 2/4½ per bottle, gin, whisky, liqueurs, Kirsch Wasser, spirituous infusions and corn spirit, in bottles 2'4½. (NoTE.—The importation of corn spirit in casks is prohibited. Sal. £1 10s 10/4d per dozen; 8. Brandy, 8c. 7½d per gallon, transitory duty in addition to above 1½d per gallon, liqueurs 2/9½.) 8n. Per gallon, brandies and spirits, in casks or barrels, of corn, potatoes, and other agricultural products (of the strength of rice (arrack), also of sugar (rum) 3 9½; of the grape, when manufactured in France and imported direct by sea 0/4d, ditto when otherwise manufactured or imported, also of other fruits 4/0½, in other receptacles
    8al. 8.
                                                                manufactured or imported affect by sea opt, anto when otherwise manufactured or imported, also of other fruits 3/94, in other receptacles of any description (without regard to alcoholic strength) 1 24, liqueurs 1/7 39; 8z. Currant wine in casks 2/44; T. All kinds 8% a v, empty USC. casks for exportation of native wine 1½; USC. Per kilo, brandy, rum, Ur. gin, whisky, &c., and the essences for making same, 1.8; Ur. Cognac, on the hitter turn whicher shirter turn whicher shirters.
       8z.
                                                            ur. gin, whisky, &c., and the essences for making same, 1.8; Ur. Cognac, anise, bitters, rum, whisky, absinthe, and other alcoholic beverages, and in casks up to 20° per litre 15 cts, in bottles 25 cts; liqueurs ven. and syrups 26 cts per litre; ven. Cane rum (importation prohibited) 3rd class, red Bordeaux wine, all wines except Spanish in pipes, kegs or harrels; 4th class, all wines except Spanish and Bordeaux in demijohns and bottles; 5th class liquors (sweet) not specified; 6th class Spanish wine; 7th class brandy, gin, spirits of wine, and all liquors to 22° Cartier's scale.
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Starch, per cwt.—A. Starch for textile dressers, under special conditions 1/61, other kinds 6/x; Ar. Starch 7 cts per kilo, flour of wheat or maire 4 cts, vermicelli 7 cts; B. Free; Cor. 7½% a v; D. Free; E. Per kilo 2½4; F. 1/½; G. 6/5; Gr. Common rice 4/s per cwt, common other 3/2, superior in boxes 5/1x; Hl. Free; M. Free; J. Cammon 3/3'014, fine in boxes 4/10'521; Nic. As sago and maisena 2d per lb; N. 1/20; Per. 40%; PR. Per 100 kilos 3 pes 60 cts; P. 12/6; R. 16/4; Rus. 13'0; S. 3/½; Sn. 5/8; Sz. 3d; T. 8% a v; Ur. g w 7 cts. per kilo; Ven. Prohibited.

Stationery.—See Paper.

Steel and Steel Wares.—See Iron and Steel.

Stationery.—See Paper.
Steel and Steel Wares.—See Iron and Steel.
Stones.—Ar. Paving, flag, and trotting flag stones 30% a v; Rus. Whetstones
£2 55 per poud; 82. Plastiline for modelling 7d, paper stone for fireproof walls and ceilings 34d per cwt, common stone for paving 44d.

See Farthenware.

Stoneware.—See Earthenware.

Stoves.—See Iron and Steel.

Stockings.—See Woven Manufactures (Silk).

Straw Plaiting for Hats, per cwt —A. 2/o½; B. Free; D. Of fine or coloured straw Ly 101 yd, of other straw Lu 16s 6d; F. 2/o½; Q. 12/2; Qr. £6 8s; H. Free; l. Plaits of straw, bark, esparto, &c., for hats 4/1½; of straw for ropes and other articles free; N. £2 125 6d; P. £6 48 8d; R. £1 128 8d; Rus. Plain or mixed with cotton, hemp, silk or horse hair fay 68 od nainted straw 2/ with gu addition of silk or horse hair £17 6s od, painted straw 2/ with an addition of 20% on each rouble of duty leviable in each case; 8. 12/3; 8n. £2 16s 6d; 8z. 4/3; T. 8% a v.

Strings for Musical Instruments.—See Brass and Iron and Seed; also

Copper.

Copper.

Sugar, per cwt.—A. Beetroot and all kinds (raw), excepting not edible syrups

Ar. 11/24, other refined 44d, unrefined 34d; Ar. Per kilo, refined 9c, surefined 7c, sugar candies 300 and 30%, glucose 060 and 30%, all other

B. kinds '130 and 30%; B. Import duty, refined candy, east class

£1 38 4d, ditto 2nd class £1 18 44d, loaf 193 94d, above No. 18

Dutch standard free but chargeable with an excise duty equal to
the import duty on refined loaf sugar, raw, all kinds free but subject
to a surtax of 15% of the amount of the excise duty payable, molasses
containing less than 50% of saccharine matter y/32, ditto for distillation free, 'excise duty on raw, from No. 7 to No. 10, 16/4, below No. 7
and molasses containing 50% or more of saccharine matter, also syrups

Br. containing crystallisable sugar 13/11; Br. Candy '560 per kilo, raisin
C. or glucose '100 per kilo, any other kind '240 per kilo; C. Sugar of
Ch. all kinds 35% av; Ch. Brown (No. 1 to No. 10 inclusive, Dutch
standard) 1,000 catties o''2'0, candy 0'2'5'0 white (No. 11 and upCor. wards, Dutch standard) 0'2'0'; Cor. Sugar and molasses 12% av;
D. Sugar, refined candy, lump or powdered, of No. 10 Dutch

wards, Dutch standard) o'2'o'o; Cor. Sugar and molasses 7½, a v; D. Sugar, refined candy, lump or powdered, of No. 19 Dutch standard and above, 12/4, additional duty 2/10, unrefined, except muscovado, from No. 15 to No. 18 Dutch standard 8/8, additional duty 2/1½, unrefined, from No. 10 No. 14, and muscovado from No. 15 to No. 18 Dutch standard 8/3, additional duty 2/4½, unrefined inferior to No. 10 and muscovado inferior to No. 15 Dutch standard, also syrup 7/6, additional duty 2/1½, molasses 4 1, additional duty 1/1½; E. Per kilo 2½d molasses; F. Unrefined, moist sugar, the estimated yield thereof at the refinery leng 0.8% of refined sugar

E. F. the estimated yield thereof at the refinery being 98% of refined sugar

G.

the estimated yield thereof at the refinery being 98% of refined sugar or less 2/10\frac{1}{2} net and \(\frac{1}{2} \) os 4d per cwt. of refined sugar, more than 98\(\frac{1}{2} \) for 7d, refined, other than candy \(\frac{1}{2} \) is 37d, candy \(\frac{1}{2} \) is, molasses for distillation, containing nore than 96\(\frac{1}{2} \) is, molasses other than for distillation, containing more than 96\(\frac{1}{2} \) is, molasses other than for distillation, containing more than 96\(\frac{1}{2} \) is, antive glucoses 5'z per cwt; \(\frac{1}{2} \) Sugar, refined, candy or lump and unrefined of No. 10 Dutch standard and above 19'3, unrefined below No. 10 Dutch standard 12/2, syrup or molasses 7'7, molasses for use in distillation free; \(\frac{1}{2} \). Refined and glucose \(\frac{1}{2} \) is 11d, unrefined and molasses 8\(\frac{1}{2} \). HI. And molasses free; \(\frac{1}{2} \) May. Per cwt refined 14\(\frac{1}{2} \); H. Unrefined (excise duty) of a saccharine richness of more than 98\(\frac{1}{2} \) for every percentage of its quality 2\(\frac{1}{2} \)d, treacle or molasses containing 10\(\frac{1}{2} \) of os sofid sugar (import duty) 5\(\frac{1}{2} \). Tefined (excise duty) candy, rst class \(\frac{1}{2} \) is, ditto 2nd class \(\frac{1}{2} \) is 6d, melis, lump and loaf \(\frac{1}{2} \) as sod; \(\frac{1}{2} \). Is t class, superior to Dutch standard No. 20 \(\frac{1}{2} \) 1s 10 828d, 2nd class, inferior to Dutch Gr. HI. Hay. H. HI.

^{*} With an addition of 15% of the duty as surtax.

Bugar—continued.

J. standard No. 20 & 6 6'211, molasses 4/0'768; J. White 75 cents Nic. Per 100 catties, brown and black 40 cents; Nic. Sugar and M. Molasses ad per lb; N. Sugar, all kinds &1 32 ad syrup or molasses Per. PR. P. free; Per. Sugar 70%, molasses 40%; PR. per 100 kilos, 9 pesos; P. Per kilo, sugar refined on the Portuguese system, as well as sugar superior to No. 20 Dutch standard* 135 t, sugar not otherwise classified* 110 t, molasses and honey 237; R. Raw and cassonades, in powder 4/10\frac{1}{2}, refined sugar candy and dissolved sugar \$2\$, syrups and Rus. molasses 2/5\frac{1}{2}; Rus. Sugar, raw, at ports of the Black Sea or Sea of Azov 9/2\frac{1}{2} per poud, at other ports or by the land frontier 9/6 per pond, sugar, refined in loaves, pieces or lump and sugar candy, at ports of the Black Sea or Sea of Azov 12/0\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other ports or by the land frontier 12/4\frac{1}{2} per poud, at other po Sugar--continued. **8weetmeats.**—See Confectionery. Swords.—See Confectionery.

8words.—See Iron and Steel.

Tallow.—See Grease.

Tapes.—See Woven Manufactures.

Tarpaulin Cloths.—See Woven Manufactures.

Tenders for Locomotives.—See Iron and Steel. Terra Cotta. --See Earthenware and Porcelain. Thread .- See Yarns, Tiles.—See Earthenware and Porcelain.

Tiles.—See Earthenware and Porcelain.

Timber.—NI. Flooring boards 5% a v; N. Staves for casks, &c., only when planed, old 10%; &n. Wood for polishing and boards for manufacture of boxes, pine jd per kilo, fir 11d; &z. Wooden sieves, common, 4/9 per cwt, fine 15/10, boards of plaster and reeds 7.1d facture of boxes, pine jd per kilo, fir 1jd; &z. Wooden sieves, common, 4/9 per cwt, fine 15/10, boards of plaster and reeds 7;d per cwt.

Tin and Tin Wares, per cwt.—A. Tin, blocks, ingots and old broken tin free, bars, plates, sheets or wire, tubes and coarse castings plain or combined with wood or sheet or bar iron 4/0], tin wares, common, as kettles, dishes, plates, &c., not lacquered and not combined with other materials 5/1, other tin wares 19/3; Ar. Tin plates 5/2 av; B. Tin, unmanufactured, all kinds free, tin wares 10/2 a v; Br. Per kilo, tin, calaim (Indian tin), tutema, prince's metal, and other alloys: in bars, rods, beads, ashes, or powder, in sheets, pieces or scrap, or in any other unmanufactured state 100 r, in jewellery of any description, plain. varnished, gilded, silver-plated, or in rosaries, or with false stones 4,000 r, in thin leaves for bottles, in capsules, and fastenings for the same, &c., 350 r, in tubes for stills, &c. 120 r. In plates: for engraving music 350 r, engraved or with inscriptions for letters, music, &c., plain or mounted on wood or stereotype plates 700 r, in weights or markers for scales 160. Articles not otherwise mentioned: plain 800 r, silvered or bronzed, wholly or in part 1,600 r, gilded, wholly or C. Ch. in part 2,400 r; C. In bars free; Ch. Tin 123:50 per 100 cattles, tin plates 0/400; Cor. 7½/2 a v; D. in Tin ingots, bars, &c. free sheets, pipes, kettles, pans, &c. 2/4], tin wares, varnished, painted E. or lacquered £t 173 8d, other kinds 18 10; E. Per kilo 2½d; F. Tin, pure, in ingots, bars or slabs, pure, filings and old broken articles free, alloyed with antimony (Britannia metal) in pigs 2/0½, pure or alloyed, hammered or rolled 2.5½, tin wares, pots, pans and other manufactures of tin, pure or alloyed with antimony varies, raw or broken free, rolled 1/6½, tin wares, coarse, plain or in combination with wood, iron, lead or rinc, not polished or lacquered also wire, 3 0½, fine wares, plain or mixed with

^{*} The provision contained in the law of March 22, 1886, suspending until the year 1889 the law of December 27, 1870, is maintained in force.

other materials (provided they cannot be classified under the head of small ornamental wares), also lacquered wares 12/2, small ornamental wares £5 is 7d; Gr. Tin, unmanufactured, in ingots, bars, plates or sheets 6/4\frac{3}{2}, tin wares, household articles, &c. 12/9\frac{1}{2}, ditto manufactured in ingots, bars, plates or sheets 6/4\frac{3}{2}, tin wares, household articles, &c. 12/9\frac{1}{2}, ditto wares for silvered £1 12s; Hl. 10\frac{7}{2}; Hay. Double, per 100 sheets H. 8/4, single 4/2; H. Tin, unmanufactured and foil, free, tin wares 5/1 a v; l. Tin and its alloys with lead and antimony, ingots, cakes, bars and old tin free, hammered, in sheets or foil of any sort \$\frac{1}{2}\text{ tin}\$ do the manufactures, g work in in sheets or foil of any sort \$\frac{1}{2}\text{ tin}\$ do the manufactures, g work in in sheets up to 40 centimetres long by 30 wide, neither stamped nor painted, also tinned iron tubing free; Nl. Free; Nlc. Nic. Per b manufactures of every kind \$\frac{1}{2}\text{ tin}\$ do, tin cartridges \$\frac{1}{2}\text{ tin}\$ do the manufactures of every kind \$\frac{1}{2}\text{ tin}\$ do, tin cartridges \$\frac{1}{2}\text{ tin}\$ do, tin cartridges \$\frac{1}{2}\text{ tin}\$ do, ther kinds, including tinfoil 19/5; Per. Tin 45\frac{1}{2}\text{ tin}\$ Per 100 kilos, in bars or bullion, sheets, nails, wire, and pipes 3 pesos 68 cts, manufactured 8 pesos 70 cts; P. Tin, old broken articles, cast and hammered or rolled, alloyed for solder free, tin wares 11/2; R. Tin, unwrought in any form, filings, old broken articles, alloys of tin and antimony in pieces (Britannia metal), tin, pure and alloys, beaten or rolled, tin in sheets free, articles of tin, pure or combined with lead or zinc, and articles of Britannia metal neither gilt nor sheets and amalgam for mirrors 6/11,7 tin wares, not polished nor painted 10/10,7 polished or painted £1 7s 10\frac{1}{2}\text{ Sal. Bars and sheets per lbg w 6d, prepared for domestic, or other uses, ditto, ditto 7\frac{1}{2}\text{ painted or varnished 3/6} per cvt; Ur. Tin, in Tin and Tin Wares-continued.

Tin and Terne Plates.—See Iron and steel, also Tin and Tin Wares. Tissues.—See Woven Manufactures.

Tissues.—See Woren Manufactures.

Tobaccos, Gigars and Snuff, per cwt.—A.* Tobacco unmanufactured, stemmed, rolled, and cut tobacco for smoking, tobacco waste, chewing tobacco, cigars and cigarettes, snuff and tobacco for making snuff £2 133 4d;

Ar. Tobacco 50% a v, cigars, snuff of all sorts 60% a v; B. Unmanufactured leaves, ditto stalks £1 85 5d, cigars and cigarettes £6 15 11d, other manufactured tobacco £2 05 8d; Br. In cheroots \$100 per 100, cigars 3°500 per kilo, leaves \$200 per kilo, for chewing, &c. 1°100 per kilo, cut for pipes and cigars 1°400 per kilo, snuff 3000 per kilo, prepared in any other manner \$100 per kilo, snuff 3000 per kilo, prepared in any other manner \$100 per kilo, any other kind 1 peso Ch. per kilo; Ch. Snuff, per 100 cattles 7°20°0; cigars, including cigar cases, holders, and pipes, free, foreign tobacco free, leaf, 100 cattles Cor. 0°15°0, prepared o'15°0; Cor. Leaf 20% a v, cigars and cigarettes 20%; D. Leaves and stalks 11/9, additional tax 4/84, cigars £3 153 3d, additional tax 18/10, other kinds 18'10, additional tax 4/84; E.

Fer kilo leaf, cigars and cigarettes 2/1; F. Tobaccos unmanufactured (leaf or stalk), for the Régic free, for private account prohibited, tobacco juice (sauce praiss) prohibited. (Note.—Tobacco for personal use may be admitted under

^{*} Tobacco can only be imported into A. by special permission, and is subject to a licence duty in addition, on raw tobacco 6/4 per lb, on cigars and cigarettes 10/, on other manufactured tobacco 7/8.

Tobaccos, Cigars, and Snuff-continued. certain regulations to the extent of 10 kilos per individual per annum, certain regulations to the extent of 10 kilos per individual per annum, at the following rates, cigars and cigarettes 13' 19 per lb, Turkish tobacco G.

9/1 per cwt, other kinds and snuff 5/5.) G. Unmanufactured leaves and stalks £2 32 at per cwt, manufactured cigars and cigarettes Gr. £6 172 sd, other kinds £4 115 5d; Gr. In leaves £4 155, cut in carrots HI. or rolls £5 125, cigars and cigarettes £9 125, snuff £5 125; HI. Hay. Leaf free; cigars and cigarettes £6 125, snuff £6.8 8d, leaf H. and chewing 18'8, snuff £4 135 4d, cigars per 100 1,0}; H. In leaves and rolls unstemmed 7d, ditto stemmed 1/3½, snuff and other manufactures to 2's, cigars £1 135 11d; I. Unmanufactured in leaves and stalks prohibited, cigars Havana or similar quality £71 25 6d, J. other manufactures to have 50 450 125 nd; J. to 80 8c cents per 100 1. manufactures 10.2, cigars £1 135 11d; 1. Unmanufactured in leaves and stalks prohibited, cigars Havana or similar quality £71 25 6d, other manufactured tobacco £40 125 10d; 1. r boo 80 cents per 100 Nic.

Nic. catties; Nic. Per lb Government monopoly, Havanna only (by special permit) 3/5½, chewing (allowed) 1/8½ in rolls, or snuff 18 per lb; Nl. Nl. Tobacco and snuff 8 fl. per 100 kilos, Manilla cigars 200 fl. per 100 kilos, other cigars and cigarettes 50 fl. per 100 kilos; N. Stalks, leaves, not steeped and steeped £4 188 9d, snuff £5 18 6dd; cigars and cigarettes £10 35 2½, all other manufactured tobacco £5 185 6dd; Per. Per. Leaf 70%; cigars and cigarettes 70%; PR. (Manufactured) all kinds, per kilo 70 cts; (unmanufactured) leaf, per kilo 35 cts; P. P. Cigars £1 per kilo, all other kinds tobacco £1 per kilo; R. R. Prohibited; Rus. In leaf or packets, with or without stalks £7 95 4d, tobacco for smoking, snuff, cut, of every kind, twisted in rolls, cakes, &c. £26 28 &d. (cigars and cigares and cigares colled in tobacco &1 to 5 dd, and factured cigars and cigarettes £8 95 5d, other kinds £3 75 9d; &s. Tobacco unmanufactured in leaves, stalks, and waste to/2, ditto carrots or rolls for manufacture of snuff £10 s 4d, cigars and cigarettes £2 08 &d, other manufactured tobacco £1 cos 4d, tobacco extract 3/11½; T. Prohibited; 108C. Per kilo, in leaves or cut for cigarettes, 2½d, prepared for chewing 1/2, manufactured Ur. 2/5; Ur. Snuff 51% a v, tobacco from 18 cts to 35 cts per kilo, cigarettes from 60 cts to 100 cts, cigarettes and prepared for cigars, 7th class leaf and manufactured cigars from 56 cts to 26 cts; Ven. Ven. Chewing prohibited, 4th class cigarette and prepared for cigars, 7th class leaf and manufactured cigarettes, 8th class manufactured, not specified.

Tobacco Pipes.—See Earthenware and Porcelain.

Tools (Aws) Gimletts, Files, 8aws, Vices, &c.)—See Iron and Steel.

Towels.—See Woven Manufactures.

Towels.—See Woven Manufactures.

Toys, per cwt.—A. Of wood, most common, planed, carved or turned free, ditto fine, also in combination with other materials £1 os 4d, of iron or steel 15:3, combined with silk, lace, artificial flowers and ornamental feathers £5 1s 7d, ditto other woven or knitted materials £2 10s 10d:

B. 10% a v; D. £1 17s 8d; F. £1 4s 5d; G. As materials of which made: Gr. £8; H. 5% a v; I. 23,0; N. All kinds £1 13s 11d;
P. £2 7s 1d; R. Toys of wood, common metals, earthenware, porcelain, glass, paper, leather or caoutchouc with or without admixture of other common materials and all toys for children, with the exception of those commonder party commoned of incry. Introise. the exception of those composed or partly composed of ivory, tortoise-shell, mother-of-pearl, or precious metals £2 os 8d; Rus. £7 ss 10d;† 8. £2 12s od; Sn. Of wood or mixed material £4 4s 8d. (NOTE.— Other kinds of toys pay as the materials of which made.) Sz. 6.6; T. 8½ a v.

Tramway Carriages.—See Carriages. Tricycles.—See Carriages.

Tulle.-See Woven Manufactures.

Turpentine, per cwt.—A. 1.61; B. Free; D. 4.81; F. Essence of turpentine 2.01; G. Free; Gr. 9/71; H. Free; I. Free; N. Oil of turpentine 3/91; Nic. Oil of turpentine, gaseous mineral oil, acidulated waters 9/4; P. 1/3; R. 4/1, other kinds 1/72; Rus. 3/3; † S. 4/0]; Sn. 3/11; Sz. Not specified; T. 8/4 a v.

ditto mixed with silk 1/21d, ditto of silk 1/5, ditto organizated with lacUmbrellas and Parasols-continued.

and Parasols—continued.

or embroidery 25% a v, frames and sticks of wood or common metal 16/ per cwt. (Norte—Frames and sticks of other kinds are chargeable with the duties upon the materials of which made.) May. Sunshades, parasols of every size and shape, each 266, ditto, ditto, for children 10d, woollen stuff, each, 1/3, cotton, each, 9d; M. 5% a v; I. Of silk 1/1/224 each, of other materials 768d each, parts thereof 12/2 per cwt; Nic. Per lb cotton 7½d, wool 1/04, silk 1/8; N. Of silk or half silk 10d each, of other materials 3½d, framework not covered 19/9 per cwt; PR. Per dozen, umbrellas and parasols, cotton 1 peso 74 cts, silk and other 6 pesos 96 cts; P. Umbrellas and sunshades, covered with silk, 535 r each, ditto, covered with other stuffs 320 r each, frames, complete, for umbrellas or sunshades, in separate pieces 1/300 r per kilo; R. Of cotton, linen or wool with frames of whalebone or iron with handles of plain or carved wood, combined or not with bone or common metals, gilt, silvered wool with frames of whalebone or room with handles of pian or carved wood, combined or not with bone or common metals, gilt, silvered or not 1/8 each, of silk, pure or mixed, of cotton, linen or wool, lined with silk pure or mixed 3/8; Rus. Men's umbrellas of silk, and ladies' silk umbrellas or parasols lined with silk 5/3,† men's alpaca umbrellas and ladies' unlined silk umbrellas, 8c. 2/1,† other kinds of umbrellas or parasols £1.75 id per cwt; 8al. 36in per dozen to '17, 20in 7/9½; 8. Of silk i/ each, of other materials 7d; 8n. Of silk or half silk tod, other kinds ald narts thereof. framework, &c. 10/9 per cwt, ditto other kinds 3id, parts thereof, framework, &c. 19/9 per cwt, ditto coverings of umbrellas, cut or sewn and cases of umbrellas as material of which made with an addition of 20%: 82. Of silk and cotton 11/101, wool and silk 19/91; T. 8% a v; USC. Per kilo, 3 4.

Varnish.—See Grease.

Velocipedes.—See Carriages, also Iron and Steel. Velvet and Velveteens.—See Woven Manufactures.

kilo; 8z. 1'10; T. 8% a v; Ur vinegar in barrels 2\frac{1}{2}d. Wagons.—See Carriages. Wagon Covers.—See Woven Manufactures.

Wagon Grease.—See Grease.

Watches. - See Clocks and Watches.

White Lead .- See Lead and Lead Wares.

Wicks for Candles .- See Woven Manufactures.

Window Glass.-See Glass and Glass Wares.

Wire. - See Brass and Copper, Gold and Silver Wares, Iron and Steel, Zinc.

Wire Gauze.-See Iron and Steel.

Wire Ropes.-See Iron and Steel.

Woollen and Worsted, Yarns and Thread.-See Yarns (Woollen and Worsted).

Woollen and Worsted, Woven Manufactures.—See Woven Manufactures (Woollen and Worsted).

Woven Manufactures, Cotton, per cwt.—A. Cotton manufactures, pure or mixed with linen, (a) common, i.e. tissues for yarns No. 50 and under, (1) plain or simply twilled of 38 threads or less to 5 millimetres square, unbleached £t 1256d, bleached £2 058d, dyed (except Turkey

nufactures—continued.

red) £2 100 1004, woven in many colours, printed or dyed Turkey red £3 00 11d, (2) figured of 38 threads or less to 5 millimetres square, unbleached £2 00 8d, bleached or dyed (except Turkey red) £3 115 11d, (3) close woven plain or figured of more than 38 threads to 5 millimetres square, unbleached £2 100 10d, bleached or dyed (except Turkey red) £3 00 11d, woven in many colours printed or dyed Turkey red £4 15 3d, (6) fine, i.e. tissues from yarns over No. 50 and up to 100 inclusive plain or figured, unbleached, £3 115 1d, finest, i.e. tissues from yarns over 100 plain or figured, also tulle lobbinet and pettinent (such as curtain stuffs and furniture covers) and tissues mixed with metal or glass threads £8 25 6d, (d') lace and bleached, coloured woven in many colours or printed \$\int_{2}^{-1} \text{ is sues from yarns over 100 plain or figured, also tulle hobbinet and pettinent (such as curtain stuffs and furniture covers) and tissues mixed with metal or glass threads \$\int_{2} \text{ so } \text{ d, } \text{ (d)}\$ lace and embroidered wares \$\int_{10} \text{ so } \text{ so } \text{ c, } \text{ to velvet-like tissues with or without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ without cut pile, hosiery, haberdashery, &c. \$\int_{4} \text{ so } \text{ d, } \text{ wown}\$ with an addition of \$\int_{4} \text{ possible so } \text{ manner so } \text{ loss } \text{ so } \text{ d, } \text{ so } \text{ do } \text{ so } \text{ do } \text{ wown}\$ with an addition of \$\int_{4} \text{ so } \text{ do } \ 24yds long, every 10yds 0°2'0, drills and jeans not exceeding 30in wide and 40yds long, per piece 0°1'0'0, not exceeding 34in wide and 48yds long, per piece 0°1'5, T-cloth, not exceeding 34in wide and 48yds long, per piece 0°1'5, not exceeding 34in wide and 24yds long, per piece 0°2'6'0, cotton, dyed, figured and plain, not exceeding 36in wide and 40yds long per piece 0°1'5'0, fanry white brocades and white spotted shirting 0'1'0'0, printed chintzes and furnitures, not exceeding 31in wide and 30yds long 0°0'7'0, cambrics not exceeding 46in wide and 24yds long 0°0'7'0, ditto 46in wide and 12yds long 0°0'3'5, mullins 46'2 0°0'5'5, 6'12 0°0'3'5, damasks 36'40 0°2'0'0, dimities or quiltings, 40-12 0°0'6'5, ginghams 28'30 0°0'3'5, handkerchiefs, not exceeding 1yd square, per dor 0°0'2'5, fustians, not exceeding 35yds long, per piece 0°2'0'0, velveteens, not exceeding 35yds long, per piece 0°2'0'0, velveteens, not exceedhandkerchiefs, not exceeding 1yd square, per doz o'o'z's, fustians, not exceeding 3syds long, per piece o'z'ɔ'o, velveteens, not exceeded.

Cor. ing 34yds long o'1's'o ; rags o'o'4's per 100 catties; Cor. 8%

D. Cotton tissues, unbleached, containing less than 24 threads to the square half-inch, or weighing 7\$ oz avoirdupois or above to 4\$ square feet 43\$ per cwt, other kinds 14 1; sail cloth and tarpaulin cloth weighing 7\$ oz avoirdupois and above, per 4\$ square feet, also druggeting (so far as such cloths

Rr.

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aru factures—continucd.

are not included above) 14/1, marly, embroidery cloth, canvas, stiff nets and other open-woven gummed or stiffened wares, girths hands and tapes and fish nets £1 175 8d, open and transparent tissues, combined or not with metal threads or spun glass, crocking, the property of the continual transparent strates, fringes, trimmings and buttommakers' wares £5 128 17d, other kinds printed wares, knitted wares, hosiery and velvet stuffs £3 185 3d, dyed in colours, not printed £2 186 6d, of one colour, also damask, drills, &c., undyed £4 75 1d, andyed plain cissues, also wadding £1 85 3d, read-made clothing when not lined or trimmed or when the lining or trimming is not liable to a higher duty than the material of which chiefly composed with an addition of 50%, when the lining or trimming is liable to a higher duty than the material of which hand, as the material of which chiefly composed with an addition of 100%; £1 Per kilo, raw 24d, manufactured 1.0½; £2. Cotton tissues, plain, twilled and ticks, unbleached, 1st class, weighing 30; [b] to the 100 square yards of 30 threads and less to the 5 square millimetres £1 as 5d, of 36 to 43 threads and less to the 5 square millimetres £1 as 5d, of 36 to 43 threads £4 0 5d, of 44 threads and above £4 193 4d, and class, weighing from 12 9-10th to 30¢ lb to the 100 square yards of 37 threads £4 195 4d, threads and above £4 193 4d, of 26 to 43 threads £4 195 4d, the lass, weighing from 5t to 5t plant millimetres £2 as 5d, of 26 to 43 threads £4 195 4d, the lass, weighing from 5t to 5t plant millimetres £2 as 8d, of 20 to 37 threads £4 195 4d, the lass, weighing from 5t to 5t plant millimetres £4 185 4d, the lass, weighing from 5t to 16 to 5t plant millimetres £4 185 4d, the lass, weighing from 5t to 16 to 5t plant millimetres £4 185 4d, the lass, weighing from 5t to 16 to 5t plant millimetres £4 185 4d, the lass, weighing from 5t to 16 t

clothing and articles wholly or partly made up, 10% above highest rate chargeable on material of which composed; G. Tissues of cotton, pure or mixed with metal threads but not with wool or silk, (1) fishing nets 1,61 per cwt,(2) very coarse textures made from unbleached yarn of cotton waste, in pieces not above 50 centimetres long, as grey packing cloth, press cloths, &c., also in combination with other grey packing cloth, press cloths, &c., also in combination with other weaving materials or with a few coloured threads 5/1, (3) unbleached, close-woven wares, except velvet, also tulle, unbleached and unfigured £2 os 8d, (4) bleached, close-woven wares, dressed or not, except velvet £2 tos 1od, (5) velvet and all close-woven wares not included under 3, 4, and 9 £3 os 11d, (6) unbleached, open-woven wares (except curtains) not included under 3, hosiery, fringe and buttonmakers' wares, also tissues in combination with metal threads £3 os 11d, (7) curtain stuffs bleached and dressed £5 16s 1od, (8) all open-woven wares, such as jaconet, muslin, tulle, marly, gauze, so far as they are not included under Nos. 3, 6, 7, £5 is 7d, (9) lace and embroidered wares £8 17s 1od, (10) ready-made clothing, under-linen £3 16s 2d, other kinds £7 12s 3d; Gr. Cotton tissues unbleached, not classified, containing in the warp and woof per 5-1,000th square metre, not exceeding Gr.

kinds £7 128 5d; Gr. Cotton tissues unbleached, not classified, containing in the warp and woof per 5-1,000th square metre, not exceeding 36 threads 6½d per 2°84 lbs, ditto 56 threads 7½d, bleached, not classified, 9½d, dyed and printed goods not classified, 17½d per 2°84 lbs, lamp wicks and boot laces £1 128, tissues of fine make, transparent, viz, batistes, gauzes, muslins, grenadines, tulles, dentelles, head-kerchiels (kalemkaria) and any embroidered goods (with the exception of ready-made clothes) £9 128, velvet stuffs, garters, tapes, ribbons, laces, cords, edgings and haberdashery, lappets sancoulis (muslin), Spanish calicoes, pompadour and cretonne, calicoes exceeding 56 threads, underclothing, headbands (trembes) and remnants of cotton tissues 1.6 per 2·48 lbs. sail cloth 6/5, ready-made clothes for men and bows are subject to the duty upon

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lappets sancoulis (mislin), Spanish calicoes, pompadour and cretonne, calicoes exceeding 56 threads, underclothing, headbands (trembes) and remnants of cotton tissues 1:6 per 2:48 lbs. sail cloth 6/5, ready-made clothes for men and boys are subject to the duty upon the tissue of which made with the addition of 40%, ready-made dresses for women and girls, without deduction for tare, and with or Hay. without embroidery or lace £24; MI. Free; May. Per ell, cotton prohibited, manufactures, bleached or unbleached cloth from 4d to 13d according to width, fine, under 30in 3d, prints 14d and 2d, drills, and ducks, mixed linen and cotton, up to 30in 34d, ordinary 3d, pure cotton ad, ordinary 14d, denims, blue, from 1d to 14d, according to width, pantaloon stuffs 2d, sheeting 3d, ribbons or tape, per dozen ells 1d, stockings, per dozen 18, common, per dozen 10d, table-cloth, per ell 4d; M. Manufactures of all kinds 5½ av. (Note.—Unbleached cloth to be printed or dyed in Holland, may be admitted free under special regulations.) I. Cotton tissues figured, embossed and damasked 8 1½ additional to duty on unfigured, brocaded 16/3 additional to duty on tissues, embroidered in lockstitch £6 1s 11d per cwt additional to duty on tissues, embroidered in lockstitch £6 2s 7d, bleached or dyed £9 2s 11d; unbleached tille, unbleached £8 2s 7d, bleached 4/4 1s 3d, bleached £4 1s 2d, dyed £4, 1s 5d, per inted £6 10s, figured \$1½ additional to those not figured, brocaded 16/3 additional to duty on tissue, embroidered in lockstitch £6 1s 11d per cwt additional to duty on tissue, tulle, unbleached £4 1s 3d, bleached £4 1s 2d, dyed £4 1s 3d, printed £5 10s, figured \$1½ additional to those not figured, brocaded 16/3 additional to duty on tissue, embroidered in lockstitch £6 1s 13d additional to duty on tissue, embroidered in lockstitch £6 1s 13d additional to duty on tissue, embroidered in lockstitch £6 1s 13d additional to duty on tissue; oil cloth £4. 1s 4d, emery cloth half duty on tissue without emery buttons £3 0s 114d; hosiery and kni

Weven Manufactures—continued.

respective tissues; other articles 40% additional to duty on respective tissues; when the made up articles cannot be classed on the basis of weight to superficies and of the threads contained in a square of 5 millimetres, they are subject to the highest duty of the class to which they belong; in the case of mixed tissues, the duty on the tissues which predominates in weight or, when the weight of both tissues is equal, the duty of the most highly taxed material is payable; cotton tissues unbleached, weighing 13 kilogrammes and upwards per 100 square metres and having in warp and woof in the square of 5 millimetres 27 elementary threads or less £1 52 3d, more than 27 threads £2 100 1d, weighing from 7 to 13 kilogrammes per 100 square metres and having in warp and woof in the square of 5 millimetres 27 elementary threads or less £1 178 14d, more than 27 threads £2 00 8d, weighing less than 7 kilogrammes per 100 square metres and having in warp and woof in the square of 5 millimetres 27 elementary threads or less £4 8 8d, more than 27 threads £2 128 6d, bleached 30% above the duty on unbleached, dyed or woven in colours 14/3 above the duty on unbleached, printed, £1 100 6d above the duty on unbleached, small shawls of carded wool mixed with silk £6, 3% extra if sewn hems, small cotton shawls having the hems worked with wowln hems, small cotton shawls having the hems worked with wowln threads £3 18 4d and 40% for sewing, of woollen net with fringe of wool and silk 8 per kilo and 30% for sewing, of black wool, embroidered with silk on one corner only with a woollen fringe, £4.88 114 M.

M. and 25%; M. Per kilo, cotton tissues, articles of cotton fabric of all kinds, not embroidered and not otherwise distinguished 1 60 (1 w), ditto embroidered with any material other than silver or gold 2 25, cotton lace and netting of all kinds, and all manufactures of these materials, even though ornamented with silk or any metal cotton lace and netting of all kinds, and all manufactures of these materials, even though ornamented with silk or any metal other than silver or gold 6'00, ruching of cotton muslin, with or without cotton lace and small silk ornaments 4'30, cotton yarn of all kinds and colours (n w) o'90, cotton thread of all kinds and colours, including the cotton thread called "crochet" (lw) z'90, shawl handkerchiefs or shawls, large or small, of cotton of all kinds other than net, with or without fringe or embroidery of cotton or word (n w) and the without fringe or embroidery of of all kinds other than net, with or without finge or embroidery of cotton or wool (n w) r'so, ditto, with or without smbroidery of wool or cotton, and with fringe of silk and wool or silk and cotton (n w) s'so, elastic web of cotton and indiarubber more than 4 centimetres wide (g w) o 60, clothing of cotton stuff ready cut in pieces for dressings of all kinds, except that elsewhere specified (n w) r'yo, cotton tissues, unblesched or white of all kinds, plain, not exceeding so threads in a half-centimetre square o'yo aq m, ditto of more than so threads o'r, ditto private dived or stemped, of all kinds ing 30 threads in a half-centimetre square o'50 sq m, ditto of more than 30 threads o'11, ditto, printed, dyed or stamped, of all kinds not exceeding 30 threads, &c. o'12, ditto, exceeding 30 threads o'15, Nic. Nic. Per lb. raw, with seeds \$\frac{1}{2}\]d, without seeds \$\frac{1}{2}\]d, sewing thread, hand or machine, white or coloured \$\frac{1}{2}\]d, table linen, worked, damask, table cloths, servicetes and other damask tissues \$\frac{1}{2}\]d, mats, towels, counterpanes quitted and other quilted tissue \$\frac{1}{2}\]d, waits, towels, counterpanes quilted and other quilted tissue \$\frac{1}{2}\]d, waits counterpanes quilted and other quilted tissue \$\frac{1}{2}\]d, waits counterpanes quilted and other quilted tissue \$\frac{1}{2}\]d, waits counterpanes quilted and other quilted tissue \$\frac{1}{2}\]d, waits counterd, collars, cuffs, drawers, blouses, vests and similar articles, white or coloured, plain or worked, for men or women's wear \$\frac{1}{2}\]d, ditto with or without collars, cuffs and fronts of linen \$\frac{1}{2}\]d, waistcoats, stockings, so:ks, night-caps, gloves, drawers knitted, and any manufacture or tissue embroidered tod, canvas \$\frac{1}{2}\]d, ribbons, laces for shoes, plain or worked \$\frac{1}{2}\]d, corests, finished or not \$\frac{1}{2}\]r, creas, petticoats or ginghams, white od, ticken, quilted, satimette, light stuffs for men's clothes \$\frac{1}{2}\]d, lace curtains and coverlets, lace or knitted tissues \$\frac{1}{2}\]r, counterpanes or horse-rugs and ponchos \$\frac{1}{2}\]d, waistbands, braces and garters \$\frac{1}{2}\]f, fringes, ornaments, galloons, plain or tissues \$1/1, counterpanes or horse-rugs and ponchos 6d, waistbands, braces and garters 1/5½, fringes, ornaments, galloons, plain or worked, tufts, cords, &c. 1/5½, gauze, muslin, printed, open-worked or embroidered, muslins for beds or curtains 1/6½, ditto plain or figured, white 1rd, mantles (mantua), plain, unbleached, of any kind and size 3½d, bed ticking, unbleached or bleached, ticking, blue, coffee, or other colour, and sail-cloth 4½d, wicks for lamps 9d, ditto for candles 3½d, cloths, lawn, transparent tissues, cambric and other tissues 10d, small wares not distinguished \$1/2\$, lace, tulle, crape, white or coloured, plain \$1/2\$, plush or satin, of cotton 1/5½, pockethandkerchiefs and neckerchiefs, flowered calico, satinette, lawn, jaconas, chintz, white calico, imitating serge or embroidered 1/0½,

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Per. PR.

nufactures—continued.

cambric muslin, plain or worked and quilted for ladies' wear 9d, satin, satinette, and poplin for ladies' wear 1.04, rebosos 1/3, rebosos trimmed with silk 2/1, sandaline, hustring, Hollands and other stuffs for lining chothes 74d, cappet bags, bags, hammocks, and similar articles 74d, cloth for ladies' wear and estopillas, printed 1.14d, cloth for bed coverlings, bleached or unbleached 64d, seckerchiefs, embroidered 3:0, galloons and ornaments of any kind 1/24, chintzes and jaconas, of tissues plain or worked, common, semi-fine, or fine of any quality od; N. Manufactures of pure cotton, sail cloth and other unbleached and undyed cloth weighing 6:3 or to 2'7 square feet 19/3; ribbons or tapes, also ribbons and tissues mixed with indiarubber or gutta percha and waistbands of the same 43 st 16, drill and demask also bandlerchiefs not otherwise specified mixed with indiarubber or gutta percha and waistbands of the same K_3 as 1d, drill and damask also handkerchiefs not otherwise specified K_1 132 1td, knitted wares, dyed or not K_3 as 1d other cotton tissues, blonde, bobbinet, lace and tulle K_7 13 2d, other open or transparent tissues K_4 195 4d, close-woven printed K_3 as 1d, ditto dyed, of various colours, not printed K_2 as 1rd, ditto of one colour, even if applied by printing or rolling, also bleached 19/3, ditto unbleached 7 4, trimmings, buttons, fringes, &c. K_3 165 3d, ready-made clothing as the predominating material of which made with an addition of roll. (Note.—Manufactures of cotton mixed with K_2 has performed as a second of the same properties of cotton mixed with silk. (NOTE.—Manufactures of cotton mixed with flax, hemp or other vegetable fibres pay as cottons, and those of cotton mixed with silk, or of cotton mixed with wold, as manufactures of ailk and wool respectively.) Per. Cotton 40%, manufactures of, 40% a v: PR. Per kilo, textiles, closely woven, smooth, brown, white or coloured, as madapollams, calico, croydon, domestics, and like goods up to 10 threads 14 cts, from 11 to 16 threads 20 cts, 12 to 21 threads 27 cts, 22 threads and upwards 43 cts, tattles, closely woven, smooth, printed, as regencies, chintz, and similar goods, up to 12 threads 23 cts, 14 to 17 threads 20 cts, 18 to 21 threads 40 cts, 22 threads and upwards 75 cts, textiles, transparent or light, smooth, plain or worked, white, coloured or printed, as muslin gause, lawn, jaconet, organdies, poplins, victorias, cambrics and like goods, up to 12 threads 34 cts, 13 to 17 threads 45 cts, 18 to 23 threads 56 cts, 24 threads and upwards 95 cts, textiles, twilled, white, brown or coloured, as bed ticking, canvas, domestics, madapollams, towelling, and like goods 20 cts, textiles, twilled, superior to the preceding, and those printed, flowered, as texties, twitted, white, prown or consured, as not tacking, canvas, domestics, madapollams, towelling, and like goods so cts, textiles, twilled, superior to the preceding, and those printed, flowered, as germanic, drills, pique, damask, and like goods 56 cts, quiltings, blankets and muletouls 17 cts, corduroys, velveteens, and other double textiles for articles of dress 75 cts, tutiles, edging, and lace crochet r peso 45 cts, textiles knitted into undershirts, stockings, drawers, gloves, caps, and other forms 63 cts; P. Per kilo, cotton, raw 230 r, thread, single, raw, fine red or stamped with more than one colour 150 r, thread, white, single 235 r, ditto, coloured, single, not otherwise mentioned 270 r, ditto, twisted 370 r, lace and invertions 7,665 r, marly, tulle, ordinary canvas, crinoline, &c. 170 r, fine sussins, &c. 1,180 r, muslins and cambrics, unprepared 235 r, white muslins and cambrics, not otherwise mentioned 300 r, shawls and cambrics, closewoven, plain, not elsewhere classified, grey 160 r, ditto, bleached 185 r, serges, damasks, sateens, transparent, dyed, or stamped, not otherwise mentioned 355 r, velveteens and bombazines 280 r, velvets, velvety stuffs and ribbons 600 r, shawls and handkerchiefs 649, carpets, druggets, and stair-carpets s60 r, candle-wicks 150 r, wicks

velvety stuffs and ribbons 600 r, shawls and handkerchiefs 640 r, carpets, druggets, and stair-carpets s60 r, candle-wicks 150 r, wicks not classified 570 r, knitted tissues and stuffs and stockings r 055 r, trimmings, galloons, bobbin work (including the tares, excepting boxes) 760 r; R. Common, viz., tissues not bleached, dyed, dressed or figured, woven wicks, nets and girths 8 2, middle-fine, viz., tissues, bleached, dressed, dyed (except printed), figured or not 10'2, fine, viz., printed, also velvety issues 18:3, extra fine, viz., English tulle, bobbinet, muslin, lawn, gause and other open-woven wares (except lace) £1 15s 7d, haberdashery and fringemakers' wares £1 12s 6d, hossery of cotton, plain or trimmed with other tissues £2 12s 6d, lace \$% a v. clothing made up or not from £3 13s ad to £20 according to sections of Tariff Act under which Rue.

Rue. Tissues, unbleached, bleached, figured or dyed (except those dyed Turkey red): or dyed (except those dyed Turkey red) :-

... Woven Manufactures—continued. From 8 to 12 ,, ,,
,, 12 to 16 ,, ,,
Of more than 16 ,, ,, 23 12 11 From 8 to 12 13 0 12 to 16 ,, ** Of more than 16 including underlinen, but exclusive of tablelinen, towels and hand-kerchiefs and those coming under article 2 £35 7s 9d,† (2) made of lawn and batiste and all kinds trimmed with lace or embroidered £47 38 8d,†(3) ready-made clothes for men £30 9s 6d,† (4) clothing for women and articles of all kinds not otherwise specified, untrimmed £33 1s 8d,† (5) the same trimmed with ribbon, velvet, silk, feathers, fur, embroidery and lace £82 1rs 5d,† (Notr...—Caparisons, coverlets, curtains, blinds and similar articles, hemmed and stitched pay duty as materials of which they are made.) Thread of silk and cotton per poud £3 7s 6d; 8al, 8al, Raw, not rated, antimacassars, 30in long, per dox 12/4, arabias, 36in, per yd 44d, artificial flowers, per lb 15/5½, bedamas, 36in wide, per yd 3d, bands, per dox pairs 9dd, cloths, 45in long, per doz 6/3, white and cambric, 28in, per yd 13d, ditto, 32in ditto 2d, ditto doin ditto 3d, canvas, 30in wide, ditto 14d, carpeting, per square piece 14d, costumes 6/3 each, ditto, not made up, ditto 4d, ditto and for children, ditto 4/8, cuffs, shirt, per dox pairs 4/4½, drill, 32in, per yd 3dd, ditto, linen mixed with cotton, 32in, ditto 5dd, ditto ditto, fine, 32in, ditto 11d, drawers, per dox 12/4, dimity, 32in, per yd 6dd, ditto, quilted ditto 1/3, damask, 28in width, ditto 5dd, ditto with, ditto 5dd, ditto, ditto 5dd, gauze, per yd 3dd, holland, mixed with linen, 36in width, ditto 9dd, handkerchiefs, 18in, per doz 12/4, 18in, frock coats, each 1/9½, jackets, ditto 4/8, garers, per dox 2/2, ditto 1/6, 36in 2/4, lawn, 40in width, per yd 4dd, bordered with wool of silk, ditto 5dd, lace, 36in width, ditto 2dd, 36in 3d, shawls, lace, per dox 1/17 so 0dd, small size, ditto £1 4s 8d, ordinary, each 6/3, china width, ditto 2dd, 36in, ditto 2dd, drill, 36in, ditto 3d, shawls, lace, per dox 2/1 17s odd, small size, ditto £1 4s 8d, ordinary, each 6/3, china width, ditto 2dd, 36in, ditto 2dd, sin, ditto 5/5d, china crape, each 1/4, socks, men's, per dox 2/8, sashes mixed with wool, ditto 13d, sold, veh kerchiefs and those coming under article 2 £35 7s 9d,† (2) made of lawn and batiste and all kinds trimmed with lace or embroidered

^{= 409&#}x27;5 grammes; z English lb =453'5 grammes. † Arshine = 0'71 metre.

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tissues mixed and woollen tissues mixed respectively, (a) tissues of cotton mixed with linen as pure linen tissues, (3) tulle of cotton foundation, although embroidered with silk or other material will pay duty as cotton tulle, when there is a mixture in the foundation duty will be payable on the predominating material; 8n. Tissues of pure cotton, sailcloth 7 11, bookbinders' cloth £1 8s 3d, velveteen, plush and fustians £2 10s 10d, gauze, muslin and other similar openwoven wares, also close-woven wares containing at least 80 threads in the space of 1 square centimetre £4 18s 10d, tulle £7 1s 3d, other kinds not bleached or dyed £1 8s 3d, bleached or dyed £2 10s 10d, printed or stamped £3 2s 1d, ribbons and tapes £3 2s 1d, blinds, painted or printed £2 10s 10d, printed £6 12s 8d, fringes, galloons, cords, cording, &c. £3 2s 1d, hoisery, gloves, stockings, &c. £3 6s 7d, ready-made clothing, sheets, towels, &c., hemmed or with needlework as material of which made with an addition of 20%, embroidered articles as material upon which embroidered with an tissues mixed and woollen tissues mixed respectively, (2) tissues of

8z.

\$\ilde{L}_3\$ 6 yd, ready-made clothing, sheets, towels, &c., hemmed or with needlework as material of which made with an addition of 20%, embroidered articles as material upon which embroidered with an addition of 20%; &z. Tissues, plain, twilled, bleached, dyed, printed 42 '269, quilted, figured, dimitry, damask, brilliantés, figured 6/6, velveted, figured 20/4, blankets, without needlework or trimming, unbleached, also ditto bleached, of dyed yarn, dyed, printed 1/75, blankets with needlework or trimming £1 os 4d, blankets of cotton waste 32 and £1 75 84d respectively, felt tissues, of finished, for paper making 16/308, ribbons and haberdashery, also hosiery £1 os 4d, embroidery and lace £2 os 8d, clothing, underclothing, and other articles ready-made with needlework £1 85 6d; pads of stuff for caulking of ships, impregnated or not 1/21, gun cotton for manufacture of collodion 15/10, sleeves of plush (cotton, wool, jute, &c.) £2 109 44d; T. All kinds 8% a v; USC. Per kilo, unbleached cloth, without any white or coloured part, and without figures or sewing 1/6, blue fulsa or white cloth, or unbleached, with white parts, smooth, without colouring, figures, sewing or embroidery, as bogotans, calicots, liencillos, madapolanes, croydons and others of the same kind 9/1, drills and other white and coloured fabrics not otherwise mentioned 2.6, coverlets, Marseilles and figured, and damasked fabrics not comprised in other groups, and velveteen, tape and ribbons 9/11, ordinary handkerchiefs, with or without borders, shawls and mauds, and fabrics for making same 3/4, socks and other textiles, commonly called tricot materials, as undershirts, drawers and gloves, muslins, lawns, and other transparent fabrics, damasks, carpets, hammocks, and ready-made clothing, without embroidery, laces, or other orna-

called tricot materials, as undershirts, drawers and gloves, musling, lawns, and other transparent fabrics, damasks, carpets, hammocks, and ready-made clothing, without embroidery, laces, or other ornaments of articles subject to higher duties 3/9, all kinds of embroidered fabrics, or meshed, and their imitations, inclusive, laces, insertions, and other similar and ready-made clothing, not otherwise mentioned 5/, fringes, galloons, cords, braids, tassels and like objects 3/9, wicks for lamps and tinder boxes rod, wicks and twisted cotton for bugies, candles, or matches 5d, cords for bridle reins rod, mixed Ven. fabrics pay same rate as highest materials contained; Ven. 2nd class, boat sails; 3rd class, cordage, blue hollands; 4th class, heavy bands, bruzas, canvas, duck, twine, mats (r metre long, 50 centimetres wide), furniture cloths, sails for vessels, lamp wicks, chair bottoms; 5th class, arabias, white Britannia, brown cotton, unbleached o-naburgs, regatta stripes (brown), cotonia (for cots), domestic (unbleached), elephants, limings, white blankets, ginghams, embroidery or knitting white hollands, brown Irish cottons, unbleached drillings (white or coloured), coarse ginghams, bleached shirting, wide shirting, silesia (white or coloured) white shirting, savajo (croydons), simpatico (shirting); feth class, commander the coloured of the class of the class, commander the coloured of the class, contained the coloured of the class of the class, contained the coloured of the class of the c bleached shirting, wide shirting, silesia (white or coloured) white shirting, sawajo (croydons), simpatico (shirting); 6th class, German cloth (white or coloured), knit undershirts, knit bands, gowns, (nade or cut), knit caps, bombazine (white or coloured), bordon (white or coloured), coloured brilliantine, hammock cords, socks, stockings, calicones (coloured), knit drawers and pants, calicones, table-covers, bed-spreads, coqui (white or coloured), regatat stripes (bleached or coloured), cretonas, hammocks, malvinas (coloured), cloaks coverings, damask (white or coloured), underskirts, estripe, fustians (made or cut), razete (white or coloured), bed quilts, parasols, knit work, cloth for underskirts (embroidered or not), chemisettes (made

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Woven Manufactures—continued.
of cut), table-cloths, nainsook, candle wick, towals, d'oyleys, bandkas-chiefs, umbrellas, coloured percales, piqué (white or coloured), bustles, poplins, white cottons, coloured calicoes, wadding; the class, chiefs, umbrellas, coloured percales, piqué (white or coloured), bustles, poplins, white cottons, coloured calicoes, wadding; rh class, fine bands, barge, portmonnaies, blondas, borlas, all cotton shirts, children's shirts (cut), crochet covers, zephyr (white or coloured), girths, ribbons, gauze (white or coloured), hangings, curtains, cravats, cord, corsets, jackets, creapo (coloured), shawls, grenadines (white or coloured), gloves, holan-batista, victoria lawns, gartens, insertions, laces, fringes, galloons, pillow slips, mosquito netting, velveteen, muslins and organdies (white or coloured), scarfs, passementerie, tulle crochet work, renque and tarletan (white or coloured), strings and suspenders; 8th class, blouses, linen-bosom shirts, overcoats, children's shirts, capes, collars, petticoats, dotted shawls, holan-batista or gauze (made into ruffs, ruches, caps, or other adornments) lazos, tulle (made up), cuffs, men's ready-made clothes, ruches (fine), tafita, mantillas, pants, drawers, shirt fronts, children's fine shirts; oth class, caps, dresses, women's ready-made clothing which can shirt is constituted to the coloured of silk, wool or other animal hair (a) grey packing cloth, i.e., coarse unbleached, plain or simply twilled but not figured stuffs, of linen or hemp, which contain not more than 5 warp threads per 5 millimetres, not bleached and not figured 12/2, (2) bleached, dyed, woven in colours or printed, having per 5 millimetres up to 10 warp threads for 8 d (2) forused having up to 50 weap threads per 5 millimetres are threads bere for the coloured and not threads and the coloured and seen threads for 8 d (2) forused having up to 50 weap threads per 6 millimetres are threads bere for 8 d (2) forused having up to 50 weap threads per 6 millimetres are threads bere for 8 d (2) forused having up to 50 weap threads per 6 millimetres are threads bere formed and not be coloured and not be coloured and seen threads and seen threads bere formed and not be coloured and not be coloured and seen threads for 8

figured 12/2, (2) bleached, dyed, woven in colours or printed, having per 5 millimetres up to 10 warp threads £106 4d, from 11 to 20 warp threads £20 8 8d, (2) figured, having up to 20 warp threads per 5 millimetres, unbleached, bleached, dyed, woven in colours, printed or figured £4 1s 3d, (d) batiste, gauze, lawn and other open-woven tissues £6 1s 11d, (e) tissues mixed with metal threads £8 2s 6d, (f) lace, edgings and embroidered tissues £15 4s 11d, velvety tissues £4 1s 3d, (g) jute tissues (1) sacking and packing cloth not exceeding 5 warp threads per 5 millimetres, raw, unbleached, undyed unfigured, plain or simply twilled, also ready-made sacks of such cloth 6/1, (2) rugs and wagon covers, matting of jute or other vegetable fibres not otherwise specified, bleached, dyed, printed, figured or not 12/2, (3) tissues for furniture covers and wearing apparel, carpets and all tissues of jute in combination with other vegetable textile materials, including cotton, provided that the jute threads exceed in 12/2, (3) tissues for furniture covers and wearing apparel, carpets and all tissues of jute in combination with other vegetable textile materials, including cotton, provided that the jute threads exceed in number, plain or embroidered, combined or not with metal threads 20 s8 d, (4) haberdashery, hosiery, &c., also velvely tissues, cut or uncut pile 4, 15 3d, (7) ready-made clothing, as material of which chiefly composed, with an addition of 40%, (/) oil or waxed cloth (1) coarse, unprinted for packing, &c. 6, 1, (2) tarpaulius and floorcloth £1 co 4, (3) other kinds, including waxed muslin £1 too 6d; Ar. Linen manufactures for packing purposes 5% a v; ready-made clothings and hats 50% a v; B. Tissues of all kinds of linen, hemp or jute, sailcloth free, lace made by hand and on bobbins free, all other kinds 10% a v, ready-made clothing, hosiery, haberdashery, trimmings, &c. 10%; Br. Sailcloth 500 per kilo, lace (Valenciennes) 25 000 and 30%, others 10 000, collars 2 100, ruffles 1 800 dox pair and 30%, sacks and bags 350 per kilo, tablecloths embroidered 48% a v, other 2 000 and 30%, thers 10 000, collars 2 100, ruffles 1 800 dox pair and 30%, sacks and stockings, tablecloths 35% a v, rough, not bleached, sailcloth, bags, empty 15% a v; Ch. Linen, fine, as Irish or Scotch, not exceeding 50 yards long, per piece 0'2'0'0, maits of all kinds per hundred 0'2'0'0, matting, roll 0'40 yards 0'2'0'0, mate 10 all kinds per hundred 0'2'0'0, matting, roll 0'40 yards 0'2'0'0, mate 10 all kinds per hundred 0'2'0'0, matting, roll 0'40 yards 0'2'0'0, mate 10 cattlein o'2'0'0, colling, respectively of the proper second of the square feet 4/8½, other kinds 14/1, sailcloth, tarpaulin cloth, square feet 4/8½, other kinds 14/1, sailcloth, tarpaulin cloth, weighing 73 oza avoirdupois and above to 4½ square feet, also druggeting (so far as such cloths are not included above) 14/1, marly, embroidery cloth, canvas, stiff nets and other open, gummed or stiffened wares, girths, bands and tapes, fish nets, also lamp wicks £1 178 8d, open

Br.

C. Ch.

Cor. D.

anufactures—continued.

dyed plain 14/2\frac{1}{2} additional to duty on unbleached plain, ditto, ditto, figured and damasked 8/1\frac{1}{2} additional to duty on coloured or dyed plain, printed plain 32\frac{6}{2} additional to duty on bleached plain, ditto figured and damasked 8/1\frac{1}{2} additional to duty on printed plain, embroidered with chain stitch \(\Lambda_4 \) is 3d additional to duty on tissue of which composed, with lock stitch, \(\Lambda_6 \) is 11d additional to duty of which composed, floor-cloths, tarpaulins, \(\text{Rc.}_1 \) tarred, oiled, \(\text{Rc.}_1 \) 12/2\frac{1}{2}, \(\text{ditto waxed 24/4\frac{1}{2}} \), braids \(\Lambda_2 \) 12 3 10d, hosiery and knitted goods plain \(\Lambda_2 \) 123 10d, shaped \(\lambda_2 \) 123 10d, lace and tulle 2 \(\text{G} \) per lb, tissues of flax, hemp, and jute mixed with metallic threads of gold, silver gilt or silvered \(\lambda_2 \) per lb additional to duty on material of which composed, of common metal 8\(\text{d} \) per lb additional ditto, ready-made articles, sacks, bed and table linen, towels, \(\text{Rc.}_1 \), rowers cut a duty on material of which composed, collars, cuffs, and men's shirts twice duty on material of which composed; \(\text{J} \). Linen all qualities 20 cents per 10 yards; \(\text{M} \). Carpets and rugs solely of hemp, of tow, or any other unspecified vegetable fibre, plain, crossed, figured or with uncut pile 0'25 sq m, ditto with cut pile 0'35, shirts and nightshirts, not embroidered, of all kinds, sizes and colours n w 3'80 per kilo, ditto embroidered of all kinds, sizes and colours n w 3'80 per kilo, ditto embroidered of all kinds, sizes and colours n w 3'80 per kilo, ditto embroidered of all kinds, sizes and colours n w 3'80 per kilo, ditto embroidered of all kinds, sizes and colours n w 3'80 per kilo, ditto embroidered of all kinds, sizes and colours n w 3'80 per kilo, ditto embroidered of all kinds with cut hered of turbleached or coloured hemp, fine or common, including that half twisted, of all sizes mented with silk or with metal other than gold or silver I w 9 co, thread of unbleached or coloured hemp, fine or common, including that half twisted, of all sizes, in balls or skeins I w 0 13, thread of linen or hemp, white or coloured, on reels, including glace thread for rebozos 2 co, linen shirt fronts, plain or embroidered n w 6 co, elastic web of linen or hemp, more than 4 centimetres wide, g w 0 70, clothing of linen stuff, cut out in pieces, for dresses in all kinds, not otherwise distinguished n w 1 co, tissues of linen or hemp, unbleached, white or coloured, of all kinds, not plain 0 22 sq m; Nic. Per lb, thread for sewing and embroidery 7 dt, table linen, figured, tissue with coloured squares, damask table cloths, serviettes, and other damask tisues rod, Brittany cloth, Irish linen, estopille, lining cloths, creas, white or 3, courtrai, Osnabruck, and Hollands, unbleached or coloured rod, military cloth 1/o3, pocket handkerchiefs, neckerchiefs, scarves, white or plain, figured or embroidered 2/1, cambric 2/1, cloth for bed coverings 1/o4, shirts, fronts for shirts, collars, cuffs, plain or embroidered 2/1, lace, blondes, embroideres and ornaments of any kind for women's wearing apparel 3/9, women's wearing sparel 3/9, women's wearing cloth for bed coverings 1/0], shirts, fronts for shirts, collars, cuffs, plain or embroidered 2/1, lace, blondes, embroideries and ornaments of any kind for women's wearing apparel 3/9, women's wearing apparel 3/9, women's wearing apparel, ready made or in separate parts, plain or figured 3/14. (Note.—Articles of linen mixed with cotton pay duty as articles of linen.) Tow or hemp, not worked 1d, cordage of any kind 1½d, hemp, common, in lump, skeins, or prepared for sewing 5d, cables or ship's tackle 2/d, ticken, unbleached or bleached 1cd, sallocht 6d, sacks, common or for wheat 1d tissues of hemp or sailcloth 7½d, hats of Indian hemp or Panama hats 6/3; N. Manufactures of linen, hemp, or jute, fishing nets, as the material of which made, with an addition of 10%, engine hose free, horse and furniture girths 7/4, carpets and carpeting 15/3, tapes and ribbons, also ribbons or tissues mixed with indiarubber or gutta percha, and waistbands of the same £3 2s 1d, drill and damask, also handkerchiefs not otherwise specified £1 135 11d, kniitted wares, dyed or not £3 2s 1d, other tissues, close woven bleached, weighing 3/9 ounce to 2/7 feet square 3/11½, other kinds unbleached 3/11½, bleached, or of one colour, even if applied by printing or rolling 15/3, dyed, of several colours, not printed £1 2s 11d, printed £3 2s 1d, open or transparent, blonde, bobbinet, lace, and tulle £7 1s 2d, other kinds £4 10s 4d, trimmings, buttons, fringes, &c., £3 16s 3d, floorcloth, matting, tarpaulin, and other cloth, weighing 470 grammes or more to the half metre square 7/4, oilcloth £1 17s 10d, ready-made clothing as the material of which made, with an addition of 10%. (Note.—Manufactures of flax, hemp, or jute, mixed with cotton, pay as cottons.) Per. Manufactures 10/2, PR. Per kilo, textiles, raw, with or without coloured stripes, smooth, plain, or crossed, as packcloths, hessian, sacks, and like goods, up to 5 threads 6 cts, smooth, plain, raw, as nankeen bramante, sailcloth, Osnaburg, duck, Irish linen, striped, and the like, up t

which they have, plus 20%.) Twill, raw or crude, coloured, with or without coloured stripes, as bed ticking and crude drills 30 cts, twill white, printed or dyed, damasked or flowered, as damask, drills, towels, and like goods 49 cts, laces and edgings of all kinds 4 pesos for cts, hosiery these as cts compared a cts, about or sounded (clean

without coloured stripes, as bed ticking and crude drills 30 cts, twill white, printed or dyed, damasked or flowered, as damask, drills, towels, and like goods 49 cts, laces and edgings of all kinds 4 pesos 60 cts, hosiery 1 peso 15 cts, carpets 7 cts, shoes or sandals (alpargatas) 14 cts, oilcloth for tables and floors, and for packing, per 100 per 100, 100 cts, to pesos 35 cts, other, per kilo, 25 cts; P. Marly and canvas for samples & 1 44 40 per cwt, lace, insertions, tulle, bobinet, &c, £17 35, coarse cloths, Hessians sacking and packing cloth £2 ts 2d, Holland £3 85 7d, damasks and drills £8 184 4d, sailcloth 138, tissues not otherwise specified £6 ts 24 dt, tapes and ribbons £6 175 2d, shawls and handkerchiefs £5 145 4d, carpetings £2 55 9d, hosiery and knitted wares £11 85 8d, haberdashery, galloons, and fringes £8 05 td, waterproof tarred tissues 4 6t, oilcloth for floors 14.10, other oiled cloths £5 145 4d, ready-made clothing as tissues of which made with addition of 50%, linen tissues mixed woven wares of flax, hemp, jute, and other vegetable fibres, jute tissues, very common, unbleached or bleached, also carpets of pure jute 2 ot, unbleached cloth, very common 4 of, unbleached cloth, close woven and thick, twills for bedding and furniture, bleached or not, cloth woven in colours (striped or checked canvas), unbleached ticks 12 2, plain unbleached cloth not included above 18 3, ticks of all kinds, unbleached, bleached, also carpets of pure jute 2 ot, unbleached, bleached, or woven in colours £2 os 10d, plain linen cloth (holland) of all kinds, printed, handkerchiefs with printed designs, in dozens, hemmed or not, table and toilet linen, unbleached or dyed £3 15, plain linen cloth (holland) of all kinds, printed, handkerchiefs with printed designs, in dozens, hemmed or not, table and toilet linen, unbleached or bleached, figured or damasked £5 15 7d, batiste and lawn, handkerchiefs of the same in dozens, embroidered or not, but without lace £48, tissues of other vegetable fibres unbleached, bleached

hempen hose for fire engines, hempen buckets and tarpanlin £2 188 11d, linen and hemp hosiery not otherwise specified £12 55 7d, f galloons, trimmings, &cc., not otherwise specified £8 165 11d,* buttons £11 155 11d,* buttons £11 155 11d,* lace. handmade £129 155 1d, machine made of all kinds £68 165 2d,† tulle for furniture, with patterns woven in or embroidered, and curtains of net or muslin £20 55 10d, tulle or net, other kinds, plain or figured, for ladies' dresses £43 65 11d,† ready-made clothing (see Woven Manufactures - Cotton); 8al. For yard, common drill, mixed with cotton 5½d, fine ditto, ditto 11½d, canvas 1½d; 8. Tissues of linen or hemp, plain, up to 10 warp threads inclusive in the square of 6 millimetres £1 154 4d, ditto from 11 to 24 warp threads inclusive £4 75 4d; ditto of 25 warp threads and above £1 65 6d, tissues of linen or hemp, twilled or figured £3 145 4d, plain tissues of jute with or without admixture of cotton £1 165, lace £25 88, knitted wares £9 65 2d, oil, cloth and waxed cloth for floors and for packing 8 10 oilcloth, other kinds £1 65 5d, fringes, galloons, cordings, &c. £4 15 3d, ready-8.

made clothing as material of which made with an addition of 30% made clothing as material of which made with an addition of 30%, embroudered articles offito, mixed tissues, (1) tissues of linear anisotron as pure insert insues, (2) tissues of linear mixed with salt or wood, see silk tissues, mixed, and woollen tissues, mixed with salt or wood, see silk tissues, mixed, and woollen tissues, mixed properties and "atias, without pattern, having in warp and wool in the space of a square centimeter 2; threads or less to 9, 25 to 35 threads 19, 9, 35 to 50 threads 62 to 8 tod, allowe 30 threads 64 to 80, sallcioth 10 to 50 threads 62 to 8 tod, allowe 30 threads 64 todd, sallcioth 10 to 50 threads 10 to 10 threads 10 threads 64 todd, sallcioth 10 to 50 threads 10 todd 10 threads 10 threads 64 todd 10 threads 10 todd 10 threads 10 todd 10 threads 10 threads 61 todd 10 threads 10 todd 10 threads 1 needlework as the material of which made with an addition of 20%, embroidered articles as material upon which embroidered with an addition of 20%; 82. Tissnes, plain, twilled, figured, unbleached or half-bleached, having from 14 to 22 threads in a square of 5 mm, also unbleached or half-bleached, having more than 22 threads per square of 5 mm, and all bleached, dyed, or printed tissness except rulle 6.6 (warp and woof both included), tulle, plain or figured, unbleached, dyed, printed 12 2½, ribbons and haberdashery, also hosiery 6.6, embroidery and lace 12 2½, cords, ropes 1 2½, string and band, unbleached, not twisted, 4/104, other cord-makers wares, such as string and band twisted, bleached, dyed, also threads 6.6, sacks and hose 8 1½, mats of jute, blantila hemp, coco, and similar vegetable fibres, coarse 4.0½, ditto, dyed, printed, &c. 6.1, jute carpets, dyed, printed, &c., 2 10½, oil cloth, common, 124, oiled linen for packing 3, 3, clothing, underclothing, and other 6 1, jute carpets, dyed, printed, &c., 2 10\(\frac{1}{2}\) oil cloth, common, 1 2\(\frac{1}{2}\), oiled lines for packing 3 3, clothing, underclothing, and other articles ready-made or linen with needlework \(\frac{1}{2}\) is 8 6d, gloves for rubbing of hair, without needlework \(\frac{1}{2}\) is 8 6d, gloves for rubbing of hair, without needlework \(\frac{1}{2}\), line, empty bags or sacks of tarred or not, with or without unpermeable paper, and also the hemp, ordinary fabric they are made of 1\(\frac{1}{2}\)d, coleta 5d, common unbleached fabrics, as creguela, sheeting, brine, duck, caserills, and fabrics for awnings, excepting drills 1: 3, fine unbleached fabrics, not otherwise mentioned 2 6, brown, white, and coloured drills, creas, platillos ulemanisco, fabrics for table-cloths, towels, and napkins, bed-covers lining for beds, ribbons, sheeting, and like articles not otherwise mentioned, all without sewing or embroidery 3.4, handkerchiefs, caps, socks, gloves, Britannias, coquillo, estopilla, picardia, irlanda, labales, roarrandop, fine cambric, and listados imitating that fabric, of cotton, fringes, galloons, bandages, braids, cords, tassels, and other T. USC. of cotton, fringes, galloons, bandages, braids, cords, tassels, and other like articles, and ready-made clothing, without embroidery, lace, or like articles, and ready-made cioting, without empronery, sace, or other ornaments subject to higher duty 4/2, all kinds of embroidered fabrics or meshed, and imitations, including laces, embroideries, and like articles, and in ready-made clothing not otherwise mentioned 5/3, armished fabrics for roofing of country buildings and bridges 2/4, common fabrics, prepared or varnished, for floors, and common oil-cloth for coaches, excepting that for table-covers rod, mixed fabrics pay

same rate as highest material contained JUr. Jute cloth in pieces 20% a v; Ven. 2nd class, hemp; 3rd class, flax, bagging, fishing tackle; 4th class, bags, canvas; 6th class, arabias, checks, domestic, sheeting, bramant (unbleached), Irish linen (unbleached), ticking (unbleached), bramant, bleached, Britannias, damask, countries and the control of t Ur, Ven. terpanes, table-cloths, drills, towels, hammocks, rouen linen, poplins, umbrellas, bleached Irish linen, bleached ticking; 7th class, braid, beits, curtains, cravats, cord, fancy trimmings, fringes, fustians, girths, gloves, galloons, lace, mosquito-netting, muslins, pillow-cases, petticuts, ribbons, tassels; 8th class, cloaks, cambric, collars, cuffs, cloths, gauze, handkerchiefs, lawns, night-caps, ruffles, shirts, shirtbosoms, shawis

Woven Manufactures (Silk).—A. Silk, reeled, also twisted, made white or coloured, or in connection with other spinning materials, floss silk (silk scrap) spun, also twisted, bleached or in connection, &c. 5jd per lb, silk goods, embroidered or with metal threads, tulle, gauze, blondes, laces (lace handkerchiefs) 3'7½ per lb, trimmings made of silk or half silk, cords, chenilles, &c., and ready-made trimming 4:6j⁸ pure silk goods (i.e., goods made of silk or floss silk alone), plain

Ar. B.

nufactures—continued.

tissues 1.91, other than plain 3/71, hosiery, haberdashery, and button-makers' wares 3/71, other pure or floss silk goods 4.61, half silk velvets and velvet ribbons 3/71, other manufactures of half silk velvets and velvet ribbons 3/71, other manufactures of half silk 2/31, very common tissues of coarse woven waste silk 2/34, oiled silk 3/34, ready-made clothing as material of which made with 40% additional; Ar. Silk thread 5% a v, stuffs, braid, trimmings and cords 40% a v; B. Tissues of all kinds and and hosiery, haberdashery and ribbons 1 s per lb, or at option of importer 10% a v, net and lace made by hand free, ready-made clothing 10%; Br. Tulle, barèges, broad stuffs 28°000 per kilo, consets 2°000 each, ribbons 5°000 per kilo, scarves 24°000 to 30°000, gloves, stockings 24°000, black plush in combination with cotton 5°000, others of silk only 24°000, in combination with cotton 13°000, laces in combination with other materials 16°000 and 30% ready-made clothing 13°000 or 60% a v, velvet, Br.

with cotton 3'000, others of silk only 24000, in combination with cotton 13'000, laces in combination with other materials 16'000 and 30', ready-made clothing 15'000 or 60', a v, velvet, satin 14'000, in combination with other materials 7'000 and 30', silk velvets 6'000, silk gauzes 14'000, ribbons 5'000, coarse silk goods 2'290, silk ties 15'00; C. Socks and stockings, ribbons, shawls, velvets, ready-made clothing.

Ch. silk manufactures of all kinds 35', a v; Ch. Clothing 100 catties 10'0'0'0, silk, raw and thrown 100 catties 10'0'0 o, yellow, from Szechwan 7'0'0'0, reeled, from Dupions 5'0'0'0, wild, raw, 2 5'0'0, velvets not exceeding 34yds long, per piece 0'18'0, silk and cotton mixtures 100 catties, 5'5'0'0, refuse 10'0'0, cocono 3'0'0'0, refuse 10'0'0, cocono 3'0'0'0, refuse 10'0'0', cotton mixtures 100 catties, 5'5'0'0, refuse 10'0'0, ditto interwoven with mittation gold or silver 18'0'0'0 or 5', a v optional, piece goods 12'0'0'0, ditto Szechwan and Shantung 4'5'0'0, tassels Cor. 10'0'0'; Cor. a v, raw, waste, 8tc, 8', fabries, Japanese, white, haberta, dama-ks, gauze, 8tc, 10', velvet 20',; D. Silk wares, wholly of silk 4'0 per lb, of silk mixed with other material, if either warp or woof or face is of pure silk 28} per cwt, other kinds 1/0\frac{1}{2}, haberdashery, trimmings and buttonmakers' wares 2'0\frac{1}{2}, oiled silk and silk mixed with indiarubber 1', ready-made clothing, when not lined or trimmed or when the lining or trimming is not liable to a higher duty than the material of which chiefly composed with an addition of 50', when the lining or trimming is liable to a higher duty than the material of which chiefly composed with an addition of 100'; E. Per kilo, gold and silk embroidered articles 4/2; F. Of pure silk tissues, hosiery and haberdashery, lace, crape, net or tulle foulards free, tissues, hosiery and haberdashery, lace, crape, net or tulle foulards free, tissues, hosiery and haberdashery, lace, crape, net or tulle foulards free, tissues, hosiery and haberdashery, haberdashery, and

weighing more than 250 grammes to the square metre 64d, tissues, haberdashery and lace, of silk or of floss silk mixed with fine gold or silver 4'44 per lb, ditto semi-fine or false gold or silver 1'34, tissue of silk or of floss silk mixed with other materials in which the silk or floss silk predominates in weight 1 1, ribbons of silk or floss silk, pure or mixed with other materials, velvet, 1 ol, other kinds 1/5½, ready-made clothing and articles wholly or partly made up 10% above highest rate chargeable on material of which composed; G. Halerdashery and buttonmakers wares of silk or floss silk 2 8½ per c.

lb, ditto of silk or half silk in combination with metal threads 3.74, hosiery of silk or floss silk 2/83, ditto in combination with metal threads 3.74, hosiery of silk or floss silk 2/83, ditto in combination with metal threads 3.74, lace and blonde a/84, if with metal threads 3.74, acmbroidery a 84, ribbons of silk 3/74, of half silk a 04, gauze and crape 4.64, tulle-figured 2:83, with metal threads 3.74, dyed or unbleached 114, very coarse tissues of unbleached silk waste, as grey packing cloth, press cloths, &c., combined or not with other materials or with a few dyed threads 4 dper lb, other silk wares in combination with cotton, linen, wool or other spinning materials 2.04, ready-made clothing of silk or floss silk, pure or combined with metal threads 5.54, ditto of half silk 3.03, oiled silk 2/14; Gr. Of silk pure or mixed, lace and blonde, fichus, crape, edgings with or without metallic or glass ornaments 2.65 and per lb, embroidery, tissues with metallic threads, ribbons, hosiery and shirtmakers' wares, cords and sewm articles not specially distinguished it 10.5 per 2.84 lbs, tulle, gauze, and batiste 6.4 per 2.84 lbs, fringes, haberdashery and galloons of silk with or without ornaments of glass or metal 6,104, haberdashery and lb, ditto of silk or half silk in combination with metal threads 3.74

M.

Woven Manufactures—continued.

galloous of silk mixed with other materials at 31, velvet and plush 17/2, tissues of silk of all colours not specially mentioned 8/7, tissues of silk mixed with other materials not specially mentioned 2/10/1, ready-made clothing for men and boys pays the duty on the description of article of which composed with an addition of 40%, ready-made clothing for women and girls 11/10/2 per 2/84 lbs. oiled made clothing for women and girls 11/10/2 per 2/84 lbs. oiled silk 2/3; Hay. Lace, wide, per ell, 54, narrow ditto 34, socks, per dozen 2/1, ribbons, per piece of 12 ells, 4/40, of silk velvet, ditto, 4/4, reticules ladies', each 8/4, purses, each 6d, manillas, ladies', per dozen £1 os 10d, ditto, young girls', ditto 5/3/2; handkerchiefs, black and coloured, from 4/2 to 8/4 each, twist for shakos, with fine gold or silver, each 8/4, ditto with imitation gold and silver, each 4/2, for dresses, per 1/40, fing 4/4, fings, ditto 1/0 plush ditto 6/4, silk velvet twist for dresses, per ell 4/1, frings, ditto 1/0 plush ditto 6/4, silk velvet, ditto 1/0/4, cloth and other embroidered stuffs, ditto 1/0/4, gross of Naples, embroidered, plain or striped, satin, plain or without flowers, taffeta, and other stuffs of worked silk, for dresses, per ell 1/04, levantine, H. H. Manufactures of all kinds 5/2 a v 1. Velvets and plushes of silk and floss silk 3/21 per lb, figured 4/4, tissues of silk and floss silk hack, plain 1/6/4, figured 3/1/3, coloured, plain 2/04, figured 4/3, ret issues, plain 3/1/3, figured 4/3, velvets, mixed, containing from 12 to 50%, floss silk or alk, plain 2/6, figured 3/1/3, figured 2/4, coloured, plain 1/5/4, figured 2/3, coloured, plain 1/5/4, figured 2/3, coloured, plain 1/5/4, figured 2/3, coloured, plain 1/5/4, figured 2/4, net seembroidered in chainstich 8/4 per lb additional to duty on tissue of which composed in lockstitch 1/1 per lb additional to duty on tissue of which composed in lockstitch 1/1 per lb additional to duty on tissue of which composed in lockstitch 1/1

2 6½, coloured plain 10%, figured 2 11, tissues embroidered in chainstitch 8½ per lo additional to duty on tissue of which composed in lockstitch 1½ per lb additional, common tissues of which composed in silk exceeding 20c grammes per square metre and containing 12% and over silk waste, plain 10d, figured 1/6½, silks, ribbons, and galloons, 1'1 additional to duty on tissue of which composed, hosiery and knitted goods, plain, as tissue of which composed, shaped, 50% additional to duty on hosiery plain, braids as ribbons, lace, tulle, crape, and blonde containing not less than 12% silk 4/9½, lace and tulle, plain 4/9½, figured 6/6½, tissues with metallic threads of gold and silver 10½ additional; buttons covered with silk or floss silk or mixed with other materials 1'9½, ready made articles as tissue of which composed with 50% additional; M. Silk and silk tissues, umbrellas, sunshades and parasols of silk, or of silk with an admixture of cotton, linen or wool of all kinds 1'75 each, raw silk of all kinds n w 2'00 per kilo, silk, with an admixture of other materials, rosettes of silk, or silk and cotton. or silk and wool, with metal ornaments other than gold and silver n w 5'00, silk nets with an admixture of indiarubber or of cotton and indiarubber mixed with cotton, linen or wool, more than 4 centimetres wide (gross) 1'10; Nic. Per lb. Silk, thrown or raw in skeins 6'3, ditto on bobbins 3'4, strips of burat, knitted-assues, tulle or other tissues 6'3, ribbons or bands, plain, worked or embroidered 6'3, damask, brocade, and other similar tissues, plain, figured or embroidered 7.6, gauze, muslin, lawn, crape, lace, tulle and similar articles 6'3, satin, satinade, taffetas, serge and any other similar articles 6'3, satin, satinade, taffetas, serge and any other similar articles 6'3, satin, satinade, taffetas, serges, plains, &c. 7.6, tufts and gallons 6'3, women's wearing apparel, garibaldis, jackets, bodices, capes and any other kind of clothing for men and women, including nightcaps 8'4, nets, stockings, drawers,

capes and any other kind of clothing for men and women, including nightcaps 8/4, nets, stockings, drawers, bonnets, gloves and any article of hosiery 7/6, neckerchiefs for men or women 6/3, garters, braces and waistbands 5/24, reboros of half-silk 4/2, ditto of silk 6/3, vestments, sacerdotal, and ornaments for holy images and purposes of divine worship, such as stoles, chasubles, clocks, palls, &c, ornamented or not with trimmings, 8/4. (NOTE.—Articles of silk mixed with wool, linen or cotton, pay duty as silk.) N. Manufactures of silk, pure or mixed with other materials, blondes, bobbinet, lace or tulle 1/3 per lb, velvet and plush, other silk wares, pure or mixed trimmings fringers &c, va. oiled silk

silk wares, pure or mixed, trimmings, fringes, &c. t'c, oiled silk wares, pure or mixed, trimmings, fringes, &c. t'c, oiled silk r/43, ready-made clothing as materials of which made with an addition PR. of 10%; PR. Per kilo, silk and floss silk, spun and twisted 2 pesos, textiles, smooth or twilled, in pieces, cortes of handkerchiefs 4 pesos 60 cs, ditto, mixed with cotton in the woof 3 pesos 48 cs, trans-

Woven Manufactures—continued.

parent, plain, or worked, with or without a mixture of cotton or wool gauze, pine-apple muslin, crépe (nipe), and like goods 11 pesos 74 CS, velves and felts 11 pesos 95 cS, vestings, floos silk (escardo de seda), and those of floos mixed with silk 2 pesos 95 cS, tulle, laces, and edgings, silk or floos silk 6 pesos 90 cS, tull in undershirts, drawers, stockings, gloves, and other, with or without mixture P, of cotton or wool 5 pesos 80 cS, trimming 2 pesos 90 cS, PS, Silk plush pure or mixed 3/cl per lb, velvets and satins 12/2 per lb, ribbons 11/3, shawls 15/11, branderchiefs 7/14, laces, tulle 12/3, tissues not otherwise specified, plain or figured 12/3, if less than silk 5/14, all the above with an addition of 50%, knited wares 10/43, and haberdashery 5/14, with addition of 20%, exady-made clothes pay on the same service of silk, stuffs and ribbons of silk and velvets, plain, figured broaded even when mixed with real or initiative golf silk mixed with real or initiative golf silk mixed with plain, embroidered or figured with real or initiative golf silk mixed with plain, embroidered or figure with CA2 per cwt, tissues, knitted wares and haberdashery of pure silk 6/24 per cwt, tissues, knitted wares and haberdashery of all mixed with other materials (exceptreal or initiation golf or silver) fife, clothing made upor not, composed of certain tissues or Rus. mixed with certain tissues of linen £60; Rus, Double tissues, having a surface of silk with inside of wool, both connected by thread of warp 9/2 per Russian pound, stuffs, handkerchiefs, ribbons of silk or maxe stilk £7 as 2d, foulards, plain or printed in the warp, velvet, plush, chenille of silk or half silk and ribbons of silk or half silk with warp or woof of any other material) as well as of waste silk with an admixture of other material) as well as of waste silk with an admixture of other material as well as of waste silk with an admixture of other materials are plained or half silk with warp or woof of which is of woof

material contained.

Woven Mahufactures (Woollen and Worsted), per cwt.—A. Woollen and worsted rissues, pure or in combination with other materials except silk (a) sinaggy coveriets "Kotzen," halina cloth, presscloth, sieve bottoms, network and knotted nets, undyed, list, coarse felts of animal hair, also tarred or varnished 12/2, (b) carpets and rugs not included above, unprinted felts and felt wares of wool or of wool mixed with other weaving materials, also girths £2 os Ed,

Woven Manufactures—emtimed.

(c) tissues not specially manuel, weighing per square metre (t) above soo grammes L2 nos 10d, (t) 500 grammes and less L4 it s.d. (3) 500 grammes and less L4 it s.d. (3) 500 grammes and less L5 its 10d. (NOTE.—The above tissues were throughout with cotton warp of one colours, not figured (minetion citch) weighing more than 500 grammes per square metre L2 to 10d (4d) Veivet and veivet-like stalls, printed wares, including felts, habertashery and honery L4 it 3d, (d) open-wown wares L5 it 5d, (f) hor, lace citchs, embradered stalls, printed with metal threads also shawls and similar tissues L10 3s 3d, (g) readymate citching, as materials of which chiefly composed and 40° arbitional, blanker, 25 av; B. Wootlen tissues, India cashmere when the open composed as a 20° debruined arrange of woll white to the shawls and resource at 20° debruined arrange of woll white to the shawls and resource at 20° debruined arrange of woll white to the shawls and resource at 20° debruined arrange of woll white to the shawls and resource at 20° debruined arrange of woll white to the shawls and resource at 20° debruined arrange of woll white to the shawls and resource at 20° debruined arrange of woll white to the shawls and resource at 20° debruined arrange of woll white to the shawls and arrange of woll white to the shawls and the same at 20° debruined arrange of woll white the same arrange of the same arra

tents, hateriastery and nonery £4 it 3t, (4) open-wown wares £5 is \$6. (7) thor, have cioths, enth-modered stay, tissues mixed with metal threath also shawls and similar tissues £10 is 3t (2) ready-made clothing, as materials of with chiefly composed and \$60.]

B. additional, blanker, 25, a v; B. Wooden tissues, India cashmere thanks and scarves t, a v, all other manufactures of wood or hair to 1;

BR. BR. Woolker, braid 4 per kino, wooden laces 14000 per kino, the blankers 540 per kino; Ch. Wooden and cotton mixtures, viz., batter plain and brounded; not extending 3t yards long, per plain or brain and brounded; not extending 3t yards long, per plain of 5100, wooden. United per pair of 2000, broad-cith and Spanish stripes, habit and medium clich 5tin to £4in wide per chang of 120, long elfs 3tin wide per chang of 645, camilets, English 3tin wide per chang of 650, ditto instantions and Orleans \$1in wife of 350, ditto Dutch 3tin wife of 100, ditto initiations and Orleans \$1in wife of 0350, butting not exceeding 24in wide, and 40 yards long, piece of 2000, Spanish stripes, inferior, D. per chang of 100; Cor. £, a v; D. Felt for sheathing ships and roofing felt 12 per cert, undyed ungrinted felts, wares of cloth list and carpete £1 85 3d, open transparent tissues, constined on not with metal threads or spun glass, crochet, loce, fringes, trimmings and buttonmakers' wares £5 125 11d, other tissues for the state of carbon and contributed on the other co

Cor. D.

24m wad, and 40 yards 10.7g, prece o'2'5'3, Spansh stripes, interior, per chang o'1'0'; Cor. £, a v; D. Fe't for sheathing ships and roofing felt 12 per cwt, undyed unprinted felts, wares of cloth list and carpets £1 85 dd, open transparent tissues, combined or not with metal threads or spun glass, crochet, lace, fringes, trimmings and buttonmakers' wares £5 125 11d, other tissues, £3 155 3d, ready-made clothing, when not limed or trimmed, or when the lining or trimming is not liable to a higher duty than the material of which made, as the material of which hiefly composed with an addition of 50%, ready-made clothing, when the lining or trimming is liable to a higher duty than the material of which made, as the material of which chiefly composed with an addition of 50%; E. Per kilo 1'5½; F. Manufactures of wool, pure, unmixed, cloths, casimirs and other milled tissues, and short napped tissues not milled, stuffs for furniture weighing more than 400 grammes to the square metre £2 os 8d per cwt, more £1 os 4d, other kinds, weighing 2 lb or less to the square yard £2 16s 11d, above 2 lb to 1 lb inclusive to the square yard £2 tos, above 1 lb to the square yard £2 so, above 1 lb to the square pard £2 so, above 1 lb to the square pard £2 so, above 1 lb to the square pard £2 so, above 1 lb to the square pard £2 so, above 1 lb to the square pard £2 spectry

is liable to a higher duty than the material of which made, as the material of which chiefly composed with an addition of 100°; E. Per kilo 1'5]; F. Manufactures of wool, pure, unmixed, cloths, casimirs and other milled tissues, and short napped tissues not milled, stuffs for furniture weighing more than 400 grammes to the square metre \$L^2\$ os 8d per cwt, moiré \$L^1\$ os 4d, other kinds, weighing \$1\$ lb or less to the square yard \$L^2\$ 156, 11d, above \$1\$ lb to 1 lb inclusive to the square yard \$L^2\$ 156, 11d, above \$1\$ lb to 1 lb inclusive to the square yard \$L^2\$ 156, above \$1\$ lb to the square yard \$L^2\$ 15d, carpets, tapestry carpets (moquette boaclée) 18/3, velvet tapestry (moquette veloutée) \$L^1\$ 2s 4d, eastern \$L^3\$ 15, 7d, from the Jacquard loom (Brussels, Wilton and Kidderminster) chenille (Axminster) and other \$L^1\$ 12s 6d, hosiery of pure wool, gloves and articles of clothing not fitted \$L^2\$ 15g, other kinds, out out and without seams \$L^2\$ 8gd, other kinds shaped or with the foot shaped out \$L^4\$ 13s 4d, fringemakers' wares and ribbons \$L^4\$ 15 yd, fez caps and "bonnets rouges" \$\frac{1}{3}\$ d, cother kinds shaped out \$L^4\$ 13s 4d, fringemakers' wares and ribbons \$L^4\$ 15 yd, fez caps and "bonnets rouges" \$\frac{1}{3}\$ d, cother in \$L^2\$ 2s d, containing less than \$2\cdot{5}\$ of cotton \$L^4\$ 12s 6d, containing less than \$2\cdot{5}\$ of cotton of \$L^4\$ 12s 6d, containing less than \$2\cdot{5}\$ of cotton of \$L^4\$ 12s 6d, containing less than \$2\cdot{5}\$ of cotton of wholly of wool \$L^2\$ 6s od lace \$L^6\$ 1s 11d, worsted velvets for furniture \$L^3\$ 13s 2d, bolting cloth, seamless \$L^3\$ 2s, blankets \$L^4\$ 2s 4d, list slippers and fur-lined shoes (called Strasburg shoes) \$L^4\$ 15s 4d, cloth list, free, woollens mixed with other materials, cloths, casimirs and other milled tissues, with cotton warp, short napped tissues not less to the square yard \$L^2\$ 6s 1d, of 37l lb to \$\frac{1}{3}\$ bo \$\frac{1}{3}\$ bo \$\frac{1}{3}\$ bo \$\frac{1}{3}\$ bo \$\frac{1}{3}\$ bo \$\frac{1}{3}\$ bo \$\frac{1}{3}\$ bo \$\frac{1}{3}\$ bo

nutactures—continued.

able on material of which composed. (Note,—Woollen tissues mixed with cotton or any other material will pay as tissues of wool, provided the wool predominates in weight.) G. Tissues of wool or hair, pure or mixed with cotton or linen or metal threads(1) cloth list free, (2) coarse, unprinted, undyed felt 1 61, per cwt, (3) carpets containing dyed or undyed yarn of animal-hair 12 2, (4) unprinted felts except those specified under No. 2 and felt wares, unprinted hosiery, carpets, printed or not, of wool, plain or in combination with other materials £2 10s 10d, (5) unprinted cloths and stuffs (not included under Nos. 7 or 8) (a) weighing more than 200 grammes per square metre £3 87 fd, (6) weighing 200 grammes or less per square metre £5 11s 10d. Nos. 7 or 8) (a) weighing more than 200 grammes per square metre 4,5 18 10,6) weighing 200 grammes or less per square metre £5 115 10d, (6) (a) printed wares (except carpets) weighing more than 200 grammes per square metre, fringe and buttonmakers' wares, plush, tissues combined with metal threads £3 168 3d, (b) printed wares (except carpets) weighing 200 grammes or less per square metre £5 115 10d, (7) lace, tulle and embroidery, also woven shawls of three or four colours £7 128 5d, (8) woven shawls of five or more colours £17 88 8d, (9) ready-made clothing £7 128 5d, (71 200 Gr. Woollen or hair tissues, coarse cloths, scutis, serges, coarse quilts, sashes and girths, ready-made clothes for sailors and thick cloaks made of coarse woollen tissues £1 128 carpets. &c. carpets of animal hair 1240, printed or Gr. ready-made clothes for sailors and thick cloaks made of coarse woollen tissues £1 12s, carpets, &c., carpets of animal hair 12fo, printed or made of felt £1 185 5d, of dyed thread, woven or knit 1 7 per 2 % 1bs. Persian, Georgian and similar carpets £9 12s, tablecloths, curtains and door coverings £15, flannel shirts of any colour, roughly knit or woven and sewn, stockings of very coarse make, shawls of wool or of wool mixed with cotton, travelling bags, sailors caps, bed and table covers of wool and cotton mixed £2 11s 2d, felt for hats and all felt, event for carpets and machinery and cloth list free flannel shirts of wool mixed with cotton, travelling bags, sailors' caps, bed and table covers of wool and cotton mixed £2 115 2d, felt for hats and all felt, except for carpets and machinery and cloth list free, flannel shirts of every colour, finely kint or sewn, stockings finely kint or woven shawls and travelling caps, and bed and table covers of pure wool £8, velvet tissues, coverlets, ribbons, fringes and haberdashery, strings, edging cords, tassels, common shawls printed, small knitted shawls, sewn articles and felt tissues not included above £9 128, shawls and cashmere shawls of merinos and similar tissues, lace, tulles, grenadines, fichus, embroideries and needlework mixed with metallic threads or not £19 48, tissues of wool or other animal hair of any colour and make not specified (with the exception of fine tissues such as those included in the foregoing class) up to 150 grammes per square metre £19 48, ditto 250 £12 16s, ditto 350 ditto £8, above 350 £4 168, similar tissues having the warp or woof entirely or in great part of cotton up to 200 grammes per square metre £79 per 284 lbs, above 200 1 per 284 lbs, ine ready-made clothing entirely of wool for men and children (for summer wear) £12 16s, ditto entirely of wool for men and children (for summer wear) £12 16s, ditto entirely of wool or not £24; Hay-Stuffs for trousers from ½d to 60 pr ell, lace, narrow, per ell ½d wide, ditto 2½d, raw wool, per lb 2d, shawls, per doz 12 6, socks 2 1, ribbons, for mattresses, per piece of 12 ells 14d, shoes from 1/o½ to 6/3 per doz; H. Felt for paper manufacture free, all other woollen manufactures 5% a v, ready-made clothing 5% a v; l. Per cwt, tissues of carded wool weighing 300 grammes or less per square metre, £4 14 3d, 300 to 500 grammes £3 115 1½d, above 500 grammes £3 15, tissues of combed wool, all such tissues as contain even a non-predominating portion of that material, and those which contain silk in a less quantity than 12 per cent, weighing 300 grammes or less per square metre £5 15 7d, 200 to 500 grammes £4 36 5d, predominating portion of that material, and those which contain silk in a less quantity than 12 per cent, weighing 200 grammes or less per square metre £5 15 7d, 200 to 500 grammes £4 95 5d, above 500 grammes £3 175 3d, tissues of combed wool with warp composed entirely of cottom £2 165 10d, printed 20/33 additional to duty on tissue of which composed, brocaded 16/3 additional embroidered in chain stitch £4 15 3d additional to lock stitch £6 15 11d additional, tissues of wool closely joined together with a strip of indiarubber £4 105 7Jd, felts above 3 millimetres in thickness 8/2, under 3 millimetres as tissue of carded wool, tissues of hair, sieve cloth 12/2\$, all other £2 45 8d, hosiery and knitted goods £4 95 5d plain, shaped £6 145 1d, braids £4 95 5d, buttons £4 175 6d, buttons £4 175 7d, blankets, rugs &c. of ox, goat or sheep hair, undyed, with warp of flax or cotton 24/5, blankets &c. of wool or wool waste, undyed according to quality of tissue, including those in which other textiles, with the

quality of tissue, including those in which other textiles, with the

Woven Manufactures—continued.

exception of silk, predominate in weight £2 25 8d, tissues with metallic threads of gold and silver 1/92 per lb additional to duty on tissue of which composed, of common metals 83d per lb additional, ready-made which composed, of common metals 83d per lb additional, ready-made articles as tissue of which composed with 40% additional, jackets of wool for men partly lined with tissue of mixed silk 3/2 and 3/1/1 per kilo, and 50% for making up; J. Mattings, floor 75 cents per 10 yards, oilcloth, floor 70 cents per 10 yards, oilcloth, floor 70 cents per 10 yards, oilcloth, floor miture 15 cents per 10 yards; M. Woollen tissues, unenumerated, of all kinds, not embroidered, it w 2-5 per kilo, ditto embroidered with any material other than gold or silver 3'50, woollen lace and netting, and all manufactures of these materials, even though ornamented with silk or metal other than gold or silver 1 w 8'50, ruching of mousseline de laine with or without woollen lace and small silk ornaments l w 5'50, shawl handkerchiefs or shawls, large and small, of wool, of all kinds, not netted, with or without woollen embroidery, and with or without J. not netted, with or without woollen embroidery, and with or without fringe of wool silk and wool or silk and cotton n w 3'50, ditto with borders, squares, or silk embroidery and with fringe of any material n w 5'50, elastic web of wool of more than 4 centimetres in width (gross) o'80, woollen tissues of all kinds weighing up to 100 grammes

n w 5'50, elastic web of wool of more than 4 centimetres in width (gross) o'80, woollen tissues of all kinds weighing up to roo grammes per 94, m. n w 2'75, ditto from 100 to 250 grammes n w 1'50, ditto from 250 to 450 grammes n w 3'00, ditto from 450 to 600 grammes Ni. n w 2'50, ditto of more than 600 grammes n w 1'50, ditto from 250 to 450 grammes n w 3'00, ditto from 450 to 600 grammes Ni. n w 2'50, ditto of more than 600 grammes n w 2'00; Ni. Wearing Nic. apparel, made up, woven or knitted 10% a v; Nic. Per 1b wool, faw 5d, sewing and embroidery thread 2/1, alpacas, cabicas, lastings, and similar tissues 1/54, captest large and small, mantles for children, and similar articles 114d, cassimere, satin, drugget, and filannel 3/1, lace, ornaments, and small wares 1/84, fringes, cords, tufts, and borders for window and door curtains 2/6, thick stuffs (jergas) 1/54, merinos 2/1, muslin, gauze, and other stuffs for ladies' wear, plain, figured, or embroidered 2/t, pelisses and furs of sheepskins 1/8, lace, tulle, crape, in pieces or worked 3/14, galloons and ribbons of all kinds 1/8, table mats, damask, brocade, and scarves 2/1, shirts of all kinds 1/8, blouses, counterpanes, carpet bags, and ponchos 9d, stockings, socks, waistcoats, drawers, gloves, and similar articles of hosiery 2/1, shawls 2/6, ditto with embroideries or fringes of silk 4/2, trousers, jackets, overcoats, and ready-made clothing for men's wear 3/14, clothing, finished, for women's wear, or separate pieces of clothing, plain or ornamented 4/2. (NOTE.—Articles of cotton or linen, mixed with wool, pay as wool, and articles not distinguished of wool, mixed with wol, pay as wool, and articles not distinguished of wool, mixed with wol, pay as wool, and articles not distinguished of wool, mixed with wol, pay as wool, and articles not distinguished of wool, mixed with wol, pay as wool, and articles not distinguished of wool, mixed with wol, pay as wool, and articles not distinguished of wool, mixed with wool, pay as wool, and articles not distinguished

above.) Fer. Wool, unwashed, washed 40%; Fer. Per kilo, leit carpetings, horse blankets, and other uses, with or without handwork 30 cs, plain or twilled goods, of wool or mixed, with other materials, with hair on one or both sides, not cleaned, as coating, baire, blankets and similar goods 17 cs, cloths, cassimeres, ladies' cloth (elasticotines), lawns, and like goods (wool only) r peso 45 cs, ditto mixed with cotton 68 cs, goods, plain, smooth, pure wool, or mixed with cotton, as alpaca, Orleans, fine woollen stuffs, fetaila, and like goods up to 14 threads so cs. ditto cs. to 20 threads 38 cs. at threads and unwards

Ρ. warp of cotton, linen, or any other similar tissues 654 r, felt tissues,

on silk or varnished ground 280 r, garters and girdles 1'615 r, bags (al/erges or coverlets) 320 r, knitted tissues and other wares 1'405 r, trimmings, ribbons, and galloons (including the tares, except boxes) 760 r; R. Tissues of wool, coarse coverlets with long hair halina cloth, coarse cloth carpets of all kinds 13/2 per cwt, cloth and other tissues analogous to cloth not printed, also flannels of all kinds, white or coloured £1 33 74, all other woollen tissues not included above, except shawls and lace, also haberdashery and fringemakers' wares, hosiery of all kinds, trimmed or not with other tissues wares, hosiery of all kinds, trimmed or not with other tissues fit 125 6d, shawls, embroidered and figured, other than Indian shawls £10 33 3d, Indian shawls £10 128 8d per cwt, lace £24 75 10d, felt all kinds, also the following articles of felt, shoes and soles for shoes and coarse felt hats for peasants and soldiers 8'2, articles of felt other than those named above 10/2 carpets of wool of all kinds 12/3; felt, thick common, undyed or dyed of one colour 18/3, felt for carpets of all colours, printed or not £1 16s 9d, felt of all colours, semi-fine or fine £3 1s, articles of felt of all colours, semi-fine or fine £2 4s, clothing made up or not £3 5s to £24 accord-R. carpets of an colours, permitted or not £1 of all colours, semi-fine or fine £2 1s, clothing made up or not £3 5s to £24 according to sections under which from its composition it is charged, tissues or knitted wares of hair, tissues of all kinds £3 5s, knitted wares of hair, small wares, hats not made up £12 4s, mixed tissues, tissues of wool mixed with silk only or with silk and cotton, the silk forming only a design or ornament £6 2s, small wares and ribbons of wool Rus.

Rus. mixed with other materials £8 2s 8d ; Rus. Flamnel, blankets, and horse cloths £8 13s 5d† per cwt, tissues of wool or goat's hair, fulled or unfulled, pure or mixed with cotton, plain, figured or embroidered, not otherwise enumerated £17 14s 8d†, (1) the same tissues printed pay 30% additional, (2) unmilled stuffs of wool or goat's hair having a warp or woof of silk, or of waste silk, consist only of patterns or stripes, woven in or embroidered, such goods pay 20% in addition to the duties on unmilled stuffs, plain or printed, (3) hand-kerchiefs, scarves, &c., except those named below, pay duty as material of which made, bunting and white woollen stuffs for millers' sieves, sashes of wool without admixture of silk £4 18s 6d†, shawls, handkerchiefs, sashes and scarves. Turkish or Cashmere, and detached borders edgings and trimmings thereof, also French terno or half terms or wool ware or mixed with cotton silk cross or waste silk tached borders edgings and trimmings thereof, also French terno or half terno, or wool, pure or mixed with cotton, silk or waste silk £65 os 5dt, unmilled woollen stuffs for use in manufactories, bags for Act terms, or wook, pute or mixed with cutoff, sink or waste single terms, or wook, pute or mixed with cutoff, sink or waste single terms, or mixed feet undyed, dyed or oil pressing, sugar-bakers, &c., cloth list and felt undyed, dyed or oil pressing, sugar-bakers, &c., cloth list and felt undyed, dyed or with spangles 7.7 per dozen, † carpets £7 175 3d per cwt, † hosiery and haberdasbery (galicons, braid, &c.) and knitted wares also gloves, tapes and ribbons of wool, pure or mixed with cotton, flax or hemp £12 155 7d.† (Notr.—If embroidered or otherwise ornamented with silk 20% additional, ladies' and children's gloves trimmed with lace, &c., pay as articles of clothing trimmed.) Buttons £12 155 11d, † lace £68 168 2d, hand-made £120 155 1d, ready-made clothing for men £30 96 6d, cloaks, &c., for ladies, trimmed or not £47 35 8d,† other clothing for ladies untrimmed £53 18 8d,† trimmed with ribbons, feathers, fur, embroidery or lace £82 115 9d,†; 8. Carpets £2 20 6 6d per cwt, felts of all kinds £145 9d, blankets and horsecloths £3 125 4d, cloths and similar tissues of pure wool, waste wool, hair, or mixture of these materials £8 145 9d, such tissues when the warp is wholly of cotton or other vegetable fibre, and astrachans and plushes of the same materials £5 58 8d, knitted wares of pure wool, or of wool mixed with cotton or other vegetable fibres £7 15, other tissues of pure wool, waste wool, hair or 8. wares of pure wool, or of wool mixed with cotton or other vegetable fibres £7 15, other tissues of pure wool, waste wool, hair or mixture of these materials £7 25 24, such tissues when the warp is wholly of cotton or other vegetable fibre £4 85 2d, tissues of wool and silk (see silk tissues mixed), fringes, galloons, cordings, &c. £5 15 7d, ready-made clothing, embroidered articles, as materials of which made with an addition of 30%, tissues of wool mixed with silk, the warp or wool being wholly of wool £10 25 2d; 8h. Woollen tissues, pure or mixed with linen or cotton, felts and carpets £1 135 11d, filtering cloth, called press-duck 11.4, other kinds £4 185 10d, tapes and ribbons £3 25 1d, braces and belts £1 135 11d, lace and blonde £6 125 8d, galloons, trimmings, cords, cordings, &c. £3 25 1d, hosiery, gloves, stockings, &c. £3 68 8d, ready-made clothing, as the material of which made with an addition of 20%, embroidered articles as the material upon which embroidered with an addition of 8n.

Woven Manufactures—continued.

8z. 20%; 8z. Raw, washed, waste, flock, shoddy, 2'46d, cured, dyed, combed 2'20d, stuffs of wool, common for blankets, in the piece, unbleached or with coloured stripes 4/9, yarn, dyed 3/7½, tissues bleached, dyed, printed 10/2, blankets of all kinds, without needlework 6/6, ditto with needlework, also ribbons 12/2½, haberdashery, also hosiery 10/2, embroidery and lace, shawls and scarves 10/2, carpets, common, without fringe or needlework 5/9½, ditto other 10/2, shoes of list, also felt in the piece 6/6, manufactures of felt without needlework 2/10, ditto dyed, printed 6/6, ditto as hats, not trimmed 12/2½, tissues of felt, common, for paper-making £1 8s 5½d, felt covered with a layer of cloth 2/0½, clothing, underclothing, and other articles ready-made of wool or half wool, with needlework 16/3½, mattresses, 7. UR. pillows, filled, trimmed £1 0s 4d: 7.8% a v; UR. Cotton ticking 0'25 per kilo, chintzes 0'28 per kilo, cotton tissues 0'155 per kilo; USC. USC. Per kilo, not manufactured 2½d, blankets 2'1, carpets for floor or rugs 2/11, base, heavy coarse cloth, serge, 3/9, transparent fabrics, all kinds of embroidered or meshed fabrics and its imitations, including laces, embroidery, and like articles, ready-made clothing 5', mixed fabrics pay the same as highest material con-Ven. tained; Ven. 4th class, wool manufactured, 5th class, blankets, 6th class, counterpanes, umbrellas, 7th class, alpaca, braid, belts, aps, cravats, cassimere, casinet, cambrow, cord, damask, epaulettes, fancy trimmings, fringes, gloves, galloons, lace, nubias, ribbons, stocks, socks, saddlecloths, shawls, serge, tassels, tablecloths, with silk borders or trimmings, 9th class, adornments and clothing for women and children, cloaks, paletots, overcoats, ready-made clothes.

Writing Machines.—See Paper, &c.

Writing Machines.—See Paper, &c.
Wrought Iron.—See Iron and Steel.
Yarns and Thread (Cotton).—A. Yarns, single raw, per 100 kilos up to No. B.

or twisted, 20,000 metres or less to the half kilogramme, or i 1-10 lb avoirdupois 6/1 per cwt, 20,000 to 30,000 metres ditto 8/2, 30,000 to 40,000 metres ditto 12/2, 40,000 to 65,000 metres ditto 12/2, 40,000 to 65,000 metres ditto 2/0, warped or dyed, single or twisted, 20,000 metres or less to the half kilogramme 10/2, 20,000 to 30,000 metres 12/2, 30,000 to 40,000 metres 16/3, 40,000 to 65,000 £1 0s 4d, above 65,000 4/02. (NOTE.—Cotton yarns mixed with other materials pay as cotton yarns, provided the cotton predominates in weight.) Br. Single, for weaving or warping, raw or white '160, dyed '200, twisted or thread of any kinds, in bobbins, clews, or skeins, for sewing, crocheting 1'000 per kilo; C. Carpets, gloves, ready-made clothing 35% a v; Ch. Manufactures, viz., blankets per pair 0'2'0'0, broadcloth and Spanish stripes, habit and medium cloth, 51in by, 64in wide, per chang 0'1'2'0, woollen, long ells, 31in wide 0'0'4'5,

broadcloth and Spanish stripes, habit and medium cloth, 511n by, 6ain wide, per chang o'1'2'o, woollen, long ells, 31in wide o'0'6's, camlets, English, 31in wide o'0'5'o, ditto Dutch, 33in wide o'1'o'o, ditto imitation and bourlagettes o'0'5'o, ditto Lassimeres, flannel and narrow cloth o'0'4'o, ditto lastings 31in wide o'0'5'o, ditto imitation Orleans, 34in wide o'0'3's, ditto bunting, 24/40 per piece o'a'o'o, woollen and cotton mixtures, viz., lustres, plain and brocaded, u.e. 31 yards long, per chang o'1'o'o, per 100 catties cotton thread o'7'2'o yarn o'7'0'o D. Undyed 7/z, dyed and mixed with metal D.

Yarns and Thread—continued.

E. F. threads 3810 of E. Per kilo, threads for sewing bags and sails 3d; F. Single, unbleached, of 20,500 metres or less to the half kilogramme, or 1-true by avoiridupois 6d; of 60,500 to 20,500 metres ditto 8t; of 30,500 to 20,500 metres ditto 8t; of 30,500 to 30,500 for 1-true by avoiridupois 6d; of 60,500 to 30,500, 15d; 30,500 to 40,500, 4t; of 40,500 to 10,500, 6t; as 5d; 70,500 to 10,500, 6t; as 5d; 70,500 to 10,500, 6t; as 5d; 70,500 to 10,500, 6t; as 1d; 10,500 to 110,500,
Varns and Thread—continued.

wooden bobbins, £1 5s 4d per poud gross, twist yarn, £1 11s 5d per poud gross, Autonomous Tariff: Colles yarn, single curded, unbleached relacated (£1, united, per lb. 1/61, on reels, 100 yards, per st. 100 yards, per st. 20 yards, per yards, per st. 20 yards, per y

Conventional Tariff; the Non-Conventional figures are: £2 108 10d-63 III Id-65 IS 7d.

Yarns and Thread—continued.

Rus. bleached, dyed or not £1 4s 5d; Rus. All kinds except sewing 8. thread £2 1cs 3d1, sewing thread £2 1cs 1d; \$8. Linen or hemp yarn single 11f, twisted of two or more thread £2 5s 4d, jute yarns single \$9... 3/2; \$8... Linen yarns undyed and unbleached 11f4, dyed or bleached £1 2s 7d, sewing thread unbleached £1 2s 7d, bleached or dyed £1 1st 1nd, jute unblyed and unbleached £1 2s 7d, bleached or dyed double or twisted unbleached unbleached 4f1 2s 7d; double or twisted unbleached 11f3, bleached, dyed, or printed £1 2s 7d; double or twisted unbleached 11f3, bleached, dyed, or printed £1 2s 7d; double or twisted unbleached 11f3, bleached, dyed, or printed £1 2s 7d; bleached 11f3, bleached, dyed, or printed £1 2s 7d; did above No. 10, single 1/3f, bleached twisted 2/10f2, dyed 6f1f3, in spools, T. USC. balls or skeins 9/9; T. All kinds 8% a v; USC. Per kilo, thread 11f5.

Yarns and Thread (Silk, reeled).—A. Of silk, unbleached or undyed, also of waste silk, undyed, not combined with other materials £1 15s 7d per cwt, sewing silk £1 15s 7d; B. All Br. kinds free; Br. Raw, white or dyed for wearing 2000, floss for embroidering and twisting (silk twist) in hanks 6'500, in bobbins

D. F. 2'000; D. Twisted or not twisted £3 5s 5d; F. Of waste silk unbleached, bleached, bleach or dyed, single of 86,000 metres to the lb £2 2s 5d, twisted of 80,500 metres or less in single thread £1 15s 1d, of more than 80,000 metres in single thread £2 16s 1d, of pure silk all kinds free; G. Silk or floss silk undyed and waste of dyed silk free, silk or floss silk dyed 1sf3 per cwt, sewing silk nallyed and dyed £3 16s 2d; Gr. Twisted or not, dyed or undyed, combined or not with other materials £3; Hay. Embroidery 1d per lb; H. All kinds £1 1s 5s 2d; Gr. Twisted or not, dyed or undyed, combined or not with other materials £3; Hay. Embroidery 1d per lb; H. All kinds £1 8s 8d; R. Silk of all colours, single or thrown, span, £1 os 3dd, sewing thread of silk or silk waste, wound on reels, not of all kinds £1 8 T. silk bleached or dyed 6/6, in spools, balls or skeins 16/3; T. All kinds 8/2 a.v.

Yarns and Thread (Woollen and Worsted).—A. Yarns of coarse hair (horned cattle) 8/2 per cwt, mohair, alpaca, and genappe yarns 1/64, all other woollen yarns, single, unbleached up to No. 45 metrical 8/2, above No. 45 12/2, twisted yarn, two or more threads, unbleached, up to No. 45 12/2, above No. 45 14/3, single, bleached, dyed, or printed, up to No. 45 12/2, above No. 45 16/3, twisted, dyed, bleached, or printed, up to No. 45 16/3, above No. 45 £1 co 4d, single or double mixed yarns, dyed, pay 12/2, carpet warps, printed, with permits and under conditions of control prescribed by the Government 12/2; B. Not twisted nor dyed 8/2, twisted or dyed 12/. (Nortz.—Yarns of goat's hair, alpaca, llama, vicuna and camel's hair are assimilated to those of wool.) Woollen and assimilated yarns mixed with cotton or other materials pay as woollen yarns provided the wool or like materials.

Ch. predominate in weight; Ch. Woollen yarn per 100 catties 3'0'0'0'5.

F. D. Undyed 9/5, dyed or mixed with metal theads 18/10; F. Single, bleached or not, undyed, of pure wool, measuring to 2 1-5 lbs avoidupois, combed 30,500 metres or less, 8/2, from 30,500 to 40,500 metres, 11/5, 40,590 to 50,500, 14/8, 50,500 to 50,500, 17/11, 60,500 to 70,500, £1 38 1d, 70,500 to 80,500, £1 48 5d, 80,500 to 50,500, £1 78 8d, 90,500 to 100,500, £1 100 110, above 100,500 metres, £1 128 6d, carded, to,000 metres or less, 4/101, from 10,000 to 15,000 metres, 14/8, 15,000 to 20,000, 90,000 to 30,500, 12/3, above 30,500 to 100,500, £1 100 110, above 100,500 metres, 14/8, 15,000 to 20,000, 90,000 to 30,500, 12/3, above 100 combed or carded, 20/2 above the duty on undyed single combed yarms, dyed, single or twisted, for weaving or tapestry, 10/2 per cwt above the duty on undyed single combed yarms, dyed, single or twisted, for weaving or tapestry, 10/2 per cwt above the duty on undyed single combed yarms, dyed, single or twisted, for weaving or tapestry, 10/2 per cwt above

^{*} Conventional Tariff; the Non-Conventional figures are : 11/2-£29s rod-3/2

HI

Yarns and Thread—continued.

arrived at by multiplying the measurement by the number of single threads of which the yarn is composed. 2. Yarns of alpaca, llama, vicuna or camel's hair pay as woollen yarns, woollen yarns mixed with other materials as cotton, linen, &c., pay as woollen yarns, provided the wool predominates in weight.) Yarn of goat's hair 3/9; G. Pure or mixed with other materials except cotton, single, unbleached, 4/o/, double ditto, 5/1, single, bleached or dyed, 6/10, double bleached or dyed, 12/2; alpaca, genappe and mohair yarn, single, undyed or dyed, 12/2; Qr. Woollen yarns, unbleached, single or twisted free, bleached, dyed, twisted or not with the exception of yarn employed in the manufacture of fezes, £8 12s 10d, yarus H. for fezes dyed in oil not twisted free; H. Pure or mixed with cotton, twisted, of more than two threads, dyed or undyed; 3/2 a v, other l. kinds, free; l. Wool, natural and washed, free, shoddy dyed and carded, plain, per cwt 4/o/s, combed, plain 6/1½, carded, dyed 8/1½, combed, dyed 10/2, shoddy dyed 8/1½, yarns carded single, unbleached up to 10,000 metres, per kilo 18/2½, habove 10,000, per kilo 22/2½, yarns carded, bleached 20/2 additional to duty on unbleached, ditto, dyed 10/2 per cwt additional to duty on unbleached, ditto, dyed 10/2 per cwt additional to duty on unbleached, ditto, dyed 10/2 per cwt additional to duty on unbleached, ditto, duty on unbleached, twisted 6/11 per cwt additional to duty on unbleached, ditto, and the surface of the second of th &c. 2/6.

Zinc and Zinc Wares, per cwt.—A. Zinc, raw and old broken refuse free, bars, plates and sheets 1/6½, wire and pipes and coarse castings, plain or in combination with wood or sheet or bar iron, also hollowed or per plates and sheets 1/6½, wire and pipes and coarse castings, plain or in combination with wood or sheet or bar iron, also hollowed or perforated sheets or plates 3/6½, xinc wares, common, as kettles, cooking utensils, &c., not lacquered or polished combined or not with wood or iron, 8/2, other kinds 15/3; B. Zinc unmanufactured all kinds free, zincwares 10½ a v; Br. Per kilo, zinc in bars or pigs, in lumps or scrap, or any other raw state 70 r, in jewellery of any kind, plain, varnished, gilded or silvered, or with imitation stones 4,000 r, in plates and in sheets, plain and prepared, for covering houses 120 r, coloured or varnished, for other uses 200 r, nails, tin-tacks, &c. 240 r, articles not otherwise distinguished, plain 800 r, silvered or bronzed, entirely or in part 1,600 r, gilded, wholly or in part 2,400 r. (NOTE—In jewellery are included ornaments, rings, bracelets, buttons not specified, garters, combs, and other ornamental articles.) C. In bars free, in sheets or plates 15% a v, manufactured in spouting, tubes or reservoirs for building 25% a v; Ch. Saleable only under regulation 0°2500 per 100 catties; Cor. 5% a v; D. Zinc unwrought free, in sheets, pipes, paus, &c. 0/4½, zinc wares varnished, lacquered or painted £1 178 &d, other kinds 18/10; F. Zinc in pigs, bars or slabs, old broken articles and filings, free, rolled, 1/7½, rinc wares all kinds 3/3; G. Zinc, pure or alloyed with lead or tin, raw and old broken free, rolled 1/6½, sine wares, common, not polished nor lacquered, plain or in combination with wood, iron, lead or tin, also wire, 3/0½, fine or lacquered wares plain or combined with other materials, provided they cannot be classified under the head of small ornamental wares, 12½, small ornamental wares, 25 18 7d; Gr. Zinc, raw, rolled or in sheets, also nails 3/2½, rinc wares, common, 12/9½, finer articles £1 128, nails and sheathing for ships free; Hl. 10%; H. Zinc, raw, in sheets or Br. C. Ch. Cor. D. F. Gr.

Zinc and Zinc Wares—continued.

1. plates, wire, free, rinc wares, lacquered, painted or not, 5% a v; l. Zinc in pigs and old broken articles free, rolled in plates and sheets, 1/7, zinc wares, gilt, £1 ros 7d, wares neither gilt nor silvered, decorated or varnished 5/11½, wares neither gilt nor varnished, but with ornaments or varnish of any kind 19/0½; 2. Spelter and zinc M. 60 cents per 100 catties; M. Per kilo, manufactures of zinc, of all kinds g w 0°20, zinc sheeting g w 0°27; Nl. Zinc, rough and rolled, including plates and sheets for roofing, bolts and nails free, zinc-work, NlC. either lacquered or painted 10% a v; NlC. Per lb, zinc in plates and sheets, all articles 3d; N. Zinc in plates, bolts, bars, and pipes, nails, wire free, zinc wares, gilt, silvered or plated £1 ros 6d, bronzed, varnished, lacquered or painted 19/0, castings Per. weighing over 53 lbs each, free, other zinc wares, 8/6; Per. Ingot PR. or bar, sheets 20%, manufactures 45%; PR. The same rates as those 27 r. ditto, not elsewhere specified 6 or, in bars or ingots free; R. Unwrought in any form, filings, old broken articles, zinc in sheets and hammered, free, articles of zinc painted, varnished or not with or without relief or other ornaments combined or not with common materials but neither gilt nor silvered, also articles of various alloys imitating bronze £2 os rod. (Notz.—Articles comprised in this paragraph if gilt or silvered pay a surtax of 50% in Rus. addition to the duty of £2 os rod.) Rus. Zinc in blocks 3/11½, in sheets 6/12½ stinc sheets, nickel-plated and polished, £6 75 6d per poud; zinc wares not painted nor polished, £6 75 6d per poud; zinc wares not painted nor polished, £6 75 6d per poud; zinc wares not painted nor polished rovino, painted or sheathing ships, free, wares not painted nor lacquered 3/11½, ditto painted or lacquered, 3/19, ditto gilt silvered or plated £1 36 6; Sc. Sz. Zinc cast in pigs or blocks, also filings and old broken articles 2d. rolled or drawn, in sheets or wire, 74d, zinc ware, not polished n

IV.—TARIFF OF THE UNITED STATES.

Under an Act to Reduce the Revenue and Equalise Duties on Imports, and for other Purposes; approved October 1, 1890.

Note.—c. = cent; \$=dollar; p.c., a.v. = per centum, ad valorem.

DUTIABLE LIST.

SCHEDULE A.—CHEMICALS, OILS, AND PAINTS. Acids.

A	
Acetic or pyroligueous—	
Not exceeding specific gravity of 1'047per lb.	ric.
Properling enecific granuity of the s	
	4C.
Boracic,	5C.
Chromic,	6c.
Cissia	IOC.
Rulphusia an ail of vitarial	
Sulphuric or oil of vitriol,	₹c
Tannic or tannin,	75°
Tartaric,	IOC.
,,	
Alcohols and Alkalis.	
Alcoholic perfumery—	
Including cologne and toilet watersper gallon	\$2 & 50 p.c., a.v.
Alcoholic compounds not specially provided for ,,	\$2 & 25 p.c., a.v
Alumina, alum, alum cake, patent alum, sulphate of	42 ca a 5 g ,
Alumina, alum, alum care, patent alum, surpuate of	
alumina, and aluminous cake and alum in crystals or	_
groundper lb.	6-10C.
Ammonia—Carbonate	ı ic.
Musiata an asl amounties	ic.
Sulphate,	₫c.
Blacking of all kinds	25 p.c., a.v.
Blue vitriol or sulphate of copperper lb.	2C.
Bone charcoal for decolourising sugars	
Done charcoar for decolourising sugars	25 p.c., a.v.
Borax—Crude or borate of soda or borate of limeper lb.	3C.
Refined borax,	5C.
Comphen refined	4C.
Challe Despend presidented Franch and and	
Chair—Frepared, precipitated, French, and red ,,	ıc.
All other chalk preparations	20 p.c., a.v
Chloroformper lb.	25C.
Coal Tar Preparations.	
Coal Tar Preparations.	
All coal tar colours or dyes	35 p.c., a.v.
All coal tar colours or dyes	35 p.c., a.v. 20 p.c., a .v.
All coal tar colours or dyes	
All preparations of coal tar, not colours or dyes Cobalt oxide per lb.	20 p.c., a.v. 30c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v 3-10C
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & sp.c., a.v 50 p.c., a.v 3-10c
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v 3-10c
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 15 p.c., a.v 50 p.c., a.v 3-10c
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 15 p.c., a.v 50 p.c., a.v 3-10c
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 15 p.c., a.v 50 p.c., a.v 3-10c
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 25 p.c., a.v 50 p.c., a.v 3-10c
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & sp.c., a.v 50 p.c., a.v 3-10c 10 p.c., a.v. 40c. 40c. \$2 50c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 15 p.c., a.v 50 p.c., a.v 3-10c
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & sp.c., a.v 50 p.c., a.v 3-10c 10 p.c., a.v. 40c. 40c. \$2 50c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. 60c. & 15 p.c., a.v 50 p.c., a.v 3-10c 10 p.c., a.v. 40c. 25c. \$2 50c. \$1
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. & 15 p.c., a.v 50 p.c., a.v 3-10c 10 p.c., a.v. 40c. 25c. \$2 50c. \$1
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. & 25 p.c., a.v 50 p.c., a.v 3-10c 10 p.c., a.v. 40c. 25c. \$2 50c. \$1 \$c. \$c. \$c. \$c. \$c. \$c. \$c. \$c. \$c. \$c.
All coal tar colours or dyes	20 p.c., a.v. 30c. 50c. 60c. & 15 p.c., a.v 50 p.c., a.v 3-10c 10 p.c., a.v. 40c. 25c. \$2 50c. \$1

Glue, valued not above 7c. per lb	1 dc.
Above 7c. and not above 30c	25 p.c., a.v.
Above 30c. Isinglass or fish glue, valued not above 7c. per lb per lb.	30 p.c., a.v.
Above so and not above so. per ID per ID.	1½C.
Above 7c. and not above 3cc	25 p.c., a.v. 30 p.c., a.v.
Above 30c. Glycerine, crude, not purifiedper lb.	1]c.
Refined	4 c.
Indigo, extracts or pastes of	∦c.
Carmined Ink and ink powders, printers' ink Iodine, resublimed per lb.	10C.
Ink and ink powders, printers ink	30 p.c., a.v.
Iodoform	30c. \$1 50c.
Licorice extracts, in pastes, rolls, or other forms	5½c.
Magnesia, carbonate, medicinal	4c.
Calcined ,,, Sulphate, or Epsom salts. ,, Morphia or morphine and all salts thereof	8c.
Sulphate, or Epsom salts,	3-10C.
Morphia or morphine and all saits thereofper oz.	50C.
· Oils.	
Alizarine assistant, or soluble oil or oleate of soda or Turkey	
red oil, containing 50 p. c. or more of castor oil.per gall.	8oc.
red oil, containing 50 p. c. or more of castor oil per gall. Containing less than 50 p. c	40C.
234 Gast	30 p.c., a.v.
Castor oil	8oc. 15c.
Cottonseed oil ner gallon of 74 lbs. weight	19C.
Croton oil	300.
Cod liver oil	•
oxidizedper gallon of 7½ lbs. weight	32C.
Fusel oil, or amylic, alcohol	10 p.c., a.v.
Hempseed oil and rapeseed oilper gall. Olive oil for salad purposes,	10C. 35C.
Peppermint oilper lb.	8oc.
Peppermint oilper lb. Seal, herring, whale, and other fish oilper gall.	8c.
Opium, aqueous extract, laudanum, liquid preparations	40 p.c., a.v.
Opium containing less than 9 per cent. of morphia and opium prepared for smokingper lb.	•
	\$12
Paints, Colours, and Varnishes.	
Baryta, sulphate, or barytes (including barytes earth, un-	
manufacturedper ton	\$1_12C.
Manufactured	\$6 72c.
conside of iron dry or ground in or mixed with oil or	
Manufactured Blues, such as Berlin, Prassian, Chinese, containing ferrocyanide of iron, dry or ground, in or mixed with oil, or in pulp or mixed with water (on material ex water) per lb.	6c.
	łc.
Black—Bone, ivory, or vegetable lampblack	25 p.c., a.v.
Chrome yellow, green and all other chromium colours in	
nonent parts, dry or mixed with oil ner lb	41c.
Black—Bone, ivory, or vegetable lampblack	4 d c.
Ochre and ochery earths, sienna, umber, dryper lb. Ground in oil,	€c. 1 €c.
Ground in oil,	
Ultramarine blue ,,,	4 § C.
Varnishes, gold size or japan Other varnishes	35 p.c., a.v. 35 p.c., a.v.
In addition, on spirit varnishes, for the alcohol con-	33 F
tained thereinper gall. Vermilion red and colours containing quicksilver per lb.	\$1 32C.
Vermilion red and colours containing quicksilver per lb.	12C.
Wash blue, containing ultramarine,	3c. { c.
Wash blue, containing ultramarine ,,, Whiting and Paris white, dry ,, Ground in oil or putty ,,,	1C.
Zinc, oxide, dry	ı}c.
Ground in oil	1 2 C.
All other paints and colours, whether dry or mixed, or	
ground in water or oil, including takes, crayons, smalls, and frostings, not specially provided for in this Act and	
artists' colours of all kinds, in tubes or otherwise	25 p.c., a.v.
Zinc, oxide, dry ", Ground in oil ", All other paints and colours, whether dry or mixed, or ground in water or oil, including lakes, crayons, smalts, and frostings, not specially provided for in this Act, and artists' colours of all kinds, in tubes or otherwise. All paints and colours, mixed or ground with water or solu- tions exhere the oil and comparisity known as artists'.	
tions other than on, and commercially known as attents	
water colour paints	30 p.c., a.v.

Lead Products.	
Acetate, whiteper lb.	5 c.
Brown,	3 g c.
Nitrate	3 c. 3c
Orange mineral	3 łc.
Red lead, White lead and white paint containing lead,	3c.
Phosphorus,	3C. 20C.
-	
Potash. Bichromate and chromateper lb.	3C.
Caustic or hydrate, refined in sticks or rolls,	īc.
Hydriodate, iodide and iodate,	500.
Nitrate, saltpetre, refined, ,, Prussiate, red, ,,	1C.
Yellow	5C.
Preparations.	
Medicinal preparations of which alcohol is a component, or	
in preparing which alcohol is usedper lb.	50C.
in preparing which alcohol is usedper lb. Of which alcohol is not a component Proprietary preparations of which alcohol is not a	25 p.c., a.v
Proprietary preparations of which alcohol is not a	~~~
Calomel and other mercurial preparations	25 p.c., a.v. 35 p.c., a.v.
Alkalies, distilled, essential and expressed oils and all	
chemicals, compounds and salts not specially provided for	25 p.c., a.v.
Toilet preparations for hair, mouth, teeth or skin	50 p.c., a.v. \$2 50
Soap—Castile ,, Fancy, perfumed and toilet ,,	ıłc.
Fancy, perfumed and toilet,	15C.
All others	20 p.c., a.v.
Soda.	
Bi-carbonate, supercarbonate, saleratus per lb.	IC.
Hydrate or caustic soda, Bichromate and chromate,	ıc.
Sal sode or sode crystals and sode ash	3c.
Silicate of soda "," Sulphate, salt cake, nitre cake per ton Sponges Strychnia and all salts thereot per oz.	∮c.
Sulphate, salt cake, nitre cakeper ton	\$1 25
Strychnia and all salts thereotper oz.	20 p.c., a.v. 40c.
Sulphur, refinedper ton	\$ 8
Sulphur, refined per ton Sublimed, or flowers of per lb. Tartar, cream of, and patent tartar , Tartars and lees crystals, part refined ,	\$10 4-10C.
Tartar, cream of, and patent tartar	6c.
Tartars and lees crystals, part refined,	4C.
Tartarate of soda and potassa, or Rochelle salts,	3с.
SCHEDULE B.—EARTHS, EARTHENWARE AND	GT ASSWARE
•	OLASSWARE.
Brick and Tile.	_
Firebrick, plainper ton	\$1.25
Glazed, enamelled or decorated	45 p.c., a.v. 25 p.c., a.v.
Ornamented	45 p.c., a.v.
Encaustic	45 p.c., a.v.
Cement, Lime and Plaster.	
Roman, Portland, hydraulic, in barrels or packages, in-	
cluding weight of package	8c.
an ouk ,,	7C.
Other cement	20 p.c., a.v. 6c.
Lime, including weight of packageper 100 lbs. Plaster of Paris or gypsum, groundper ton.	\$1 00
Calcined,	\$1 75
Clays or earths, unmanufactured ,, Wrought or manufactured ,,	\$1 50 \$3 00
China clay or kaolin,	\$3 00 \$3 00

a.v. a.v. 3. V. a.v. a.v. a.v.

a.v.

T 2

Earthenware and China,

Earthenware, stoneware, crucibles, plain	25 p.c., a.v.
crockeryware, including plaques, ornaments, toys, charms, vases and statuettes, painted, tinted, stained, enamelled, printed, gilded, or decorated.	60 p.c., a.v.
If plain white, not decorated	55 p.c., a.v.
burner tips If ornamented	55 p.c., a.v.
Gas retortseach	\$3.00

Glass and Glassware.

Control of the Contro	
Bottles, or demijohns, coloured or not, more than a pint,	
per lb.	IC.
From pint to 1 pint	ric.
Less than 1 pintper gross	SOC.
Flint, pressed, not decorated	60 p.c.
Decorated	60 p.c.
Chemical glassware	45 p.c.,
Blown glassware	60 p.c.,
Porcelain or opal	60 p.c.
Glass, cut, engraved, ornamented, hand and table mirrors	45 P.C.
Unpolished cylinder, crown and window glass not exceed-	40.000
ing 10in, by 15 in. squareper lb,	xēc.
Not exceeding 16in, by 24in	rlc.
, , sain, by soin	age.
24in. by 36in	21c.
All above 24in. by 36in.	31C.
Cylinder and crown, polished, not exceeding 16in, by 24in.	3400
per sq. ft.	4C.
Ditto, not exceeding 24in, by 30in	6c.
0 11 24in. by 60in	20C.
above that	40C-
Fluted, rolled, or rough plate glass, not including crown,	4000
cylinder, or common window, not exceeding 10in. by 15in.	
per sq. ft.	lc.
Not exceeding 16in. by 24in	IC.
24in. by 30in.	rlc.
All above	30.
Plate glass, ground or smoothed, in addition to above	10 p.c.,
Cast, polished, plate glass, finished or unfinished, unsilvered,	an breed
not exceeding 16in. by 24in per sq. ft.	50.
Not exceeding 24in. by 30in.	Sc.
11 24in. by 60in	250.
All whome	
All above Ditto, silvered and looking-glass plates, not exceeding	Soc.
Ditto, suvered and looking-glass plates, not exceeding	6c.
16in, by 24inper sq. ft.	
Not exceeding 24in, by 30in,	TOC.
3/1 -1 19 24in. by 60in	35C.
All above	6oc.

Glass, ground, frosted, enamened of otherwise decorated,	
in addition to above	10 p.c., a.v.
Spectacles and eyeglasses	60 p.c., a.v.
Lenses costing \$1 500 per gross pairs, or less	60 p.c., a.v.
Spectacles and eyeglass lenses, with edges ground, or	
bevelled to fit frames	60 p.c., a.v.
All other lenses or glasses	45 p.c., a.v.

Marble and Stone and Manufactures of

Marble, rough or squared per cubic foot Veined marble, sawed or dressed (no slab computed less	65c.
than zin. thick)per cubic foot	\$1 10
Other manufactures of	50 p.c., a.v.
Burr stones	15 p.c., a.v.
Freestone, granite, sandstone, limestone, building stone	
unmanufactured per cubic foot	IIC.
Hewn, dressed or polished	40 p.c., a.v.
Grindstones per ton	\$1 75
Slate, mantels, slabs	30 p.c., a.v.
Roofing slate	25 p.c., a.v.

SCHEDULE C .- METALS AND MANUFACTURES OF

Iron and Steel.

Chromate of iron	15 p.c., a.v.
Iron ore	75c.
per ton More than 2 p.c. of copper, in addition on the	75C.
copperper lb.	łc.
Iron in pigs and kentledge, scraps,	3-10C.
Bar iron zin, wide in thick	8-zoc.
rin. sq per lb.	g-roc.
Bar, round and flat, less than above,	īc.
Round iron less than 7-16 in diameter,	I I-10C.
Iron bars, blooms, billets made by charcoal fuelper ton	\$22
Iron structural shapes per lb.	9-10C.
Plate iron not thinner than No. 10 wire gauge, valued at	
rc. per lb	5-10C.
Not above 1 4-roc. per lb	65-100C.
Not above 2c. per lb.	8-10C.
Not above 3c. per lb.	1 1-10C.
Not above 4c. per lb.	z≩C.
Not above 7c. per lb.	ac.
Not above roc. per lb.	2 8·10C.
Not above 13c. per lb.	3 ∳ C.
Above 13c. per lb.	45 p.c., a.v.
Forgings of iron or steelper lb.	2 3-10C.
Hoop, band and scroll iron not thinner than No. 10 wire	
gaugeper lb.	IC.
Not thinner than No. 20,	I I-10C.
Thinner than No. 20,	1 3-10C

Provided, that hoop or band iron, or hoop or band steel, cut to length, or wholly or partially manufactured into hoops or ties for balling purposes, barrel hoops of iron or steel, and hoop or band iron or hoop or band steel flared, splayed, or punched, with or without buckles or fastenings, shall pay two-tenths (}) of one cent per pound more duty than that imposed on the hoop or band iron or steel from which they are made.

Railway bars of iron, of steel, T rails, punched iron or steel

flat rails	6-roc.
per lb.	, IC.
Between No. 20 and No. 25,	1 1-10C.
Thinner than No. 25	1 4-IOC.
Corrugated or crimped	I 4-10C.
Sheets galvanized (in addition)	₹c.
Tin plates after July 1, 1891	2 2.10C.

All common or black sheet-iron or steel not thinner than No. 10 wire gauge

All common or black sheet-iron or steel not thinner than No. 10 were gauge shall pay duty, as plate-iron or steel.

Provided, that on and after July first, eighteen hundred and ninety-one, manufactures of which tin, tin plates, terne plates, taggers tin, or either of them, are component materials of chief value, and all articles, vessels or wares manufactured, stamped or drawn from sheet-iron or sheet-steel, such material being the component of chief value, and coated wholly or in part with tin or lead or a mixture of which these metals or either of them is a component part, shall pay a duty of fifty-five per centum a.

duty of fifty-five per centum a.v.

Provided further, that on and after October first, eighteen hundred and ninetyseven, tin plates and terne plates lighter in weight than sixty-three pounds per

hundred square feet shall be admitted free of duty, unless it shall be made to appear to the satisfaction of the President (who shall thereupon by proclamation make known the fact) that the aggregate quantity of such plates lighter than sixty-three pounds per hundred square feet produced in the United States during either of the six years next preceding June thirtieth, eighteen hundred and ninety-seven, has equalled one-third the amount of such plates imported and entered for consumption during any fiscal year after the passage of this Act, and prior to said October first, eighteen hundred and ninety-seven.

Provided, that the amount of such plates manufactured into articles exported, and upon which a drawl ack shall be paid, shall not be included in ascertaining the amount of such importations:

And provided further, that the amount or weight of sheet-iron or sheet-steel manufactured in the United States and applied or wrought in the manufacture of articles or wares tinned or terne-plated in the United States, with weight allowance as sold to manufacturers or others, shall be considered as tin and terne plates produced in the United States within the meaning of this Act.

```
lb. .....per lb.
                                                  45 D.C. a.V.
  at rc. or less .....
                                                   4-TOC.
   IC. and not above I 4-10C.
                                                  łc.
   1 4-roc. and not above 1 8-roc.
                                                   8-zoc.
   1 8-10c. and not above 2 2-10c. .....
                                                   9-100.
  above 4c. and not above 7c.
                                                  1 2-TOC.
                                        .,
                                                  1 6-10C.
                                        ,,
                                                  2C.
   2 8-1OC.
                                        ,,
   above roc. and not above rac.
above rac. and not above rec.
above rec.
                                                  3<u>ł</u>c.
                                        **
                                                  4 2-TOC.
                                        ,,
                                                 7C.
6 10C.
Wire rods, not smaller than No. 6 wire gauge .....
ı}c.
                                                  ı‡c.
   Smaller than No. 16, not smaller than No. 26 ..
                                                  2 c.
   3C.
     corset wire (in addition) ......per lb.
   Flat steel wire.
Iron or steel wire coated with zinc or tin (except feace
                                                 50 p.c., a.v.
   wire), in addition to the wire ......per lb.

Iron wire rope, or wire strand, in addition to rate
                                                   ic.
   IC.
2C.
                                                  45 p.c., a.v.
35 p.c., a.v.
            ......per lb.
                                                  1 8-10C
Axles and axle bars .....,
                                                  2C.
Anvils
                                                  2 C.
2 C.
Sledge hammers, wedges, and crowbars.....
2 C.
2 C.
Card clothing made of tempered steel wire, per square foot
                                                  SOC.
All others....,
25C.
                                                   9-10C
                                                  I 2-10C.
Cast hollow ware ......
                                                   3C.
Chains made of iron or steel not less than \frac{\pi}{4} in. in diam-
  eter per lb.

Less than ‡, not less than ‡,

Less than ‡,
                                                  1 6-10C.
                                                   1 8-10C.
               No chain shall pay less than 45 p.c., a.v.
Penknives, valued not more than 50c. per dozen, per dozen 50 p.C., a.v., & 12c. 50 p.C. to $1 50 per dozen , 50 p.C., a.v., & 50c. 53 50 $2 per Pozen , 50 p.C., a.v., & $50 p.C., a.v., & $51 50 $3 per Pozen , 20 p.C., a.v., & $1 More than $3 per dozen , 50 p.C., a.v., & $2
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Razors, less than \$4 per dozen,	30 p.c., a.v., & \$1
\$4 or more per dozen,	30 p.c., a.v., &
	\$1.75
Swords and side arms,,,	35 p.c., a.v.
Swords and side arms Table knives, forks, butchers', kitchen, and artists' knive	5,
not more than \$1 per dozenper doze	п 30 р.с., а. v., ос тес.
\$1 to \$2, per dozen	30 p.c., a.v., & 35c.
\$2 to \$3, per dozen	30 p.c., a.v., & 40c. 30 p.c., a.v., & \$1
\$2 to \$3, per dozen, \$3 to \$8, per dozen, More than \$8 per dozen,	30 p.c., a.v., & \$2
Carving and cooks' knives and forks valued at no	ot
more than \$4 per dozenper doze	n 30 p.c., a.v., & \$1
\$4 to \$8, per dozen	n 30 p.c., a.v., & \$1 30 p.c., a.v., & \$2
\$8 to \$12, per dozen	30 p.c., a.v., & \$3
More than \$12, per dozen,	30 p.c., a.v., & \$5
Files, 4 inches long and under per doze	
4 to 9 inches, per dozen,	75C
9 to 14 inches, per dozen,	\$1 30C.
14 inches and over, per dozen,	\$2
Firearms.	
Muskets and sporting rifles	. 25 p.c., a.v.
Shot guns, double barrelled, value not more than \$6ea	h 35 p.c., a.v., &
	\$1 50C.
\$6 to \$12	35 p.c., a.v., & \$4
More than \$12	35 p.c., a.v., & \$6
Single barrel	35 p.c., a.v., & \$1
Revolving pistols, worth not more than \$1 50c	35 p.c., a.v., & 40c.
Valued at more than \$1 500	35 p.c., a.v., & \$1
with vitieous glasses	
As above, with more than one colour or ornamented	45 p.c., a.v. 50 p.c., a.v.
223 RDO101 With more came one coroni, or or manufactor	30 pro.,
Nails, Spikes, Tacks, and Needle	18.
Cut nails and snikes, iron or steel	b. 1C.
Cut nails and spikes, iron or steelper l	4C.
Wire nails, wrought from or steel, 2 inches long, not lighte	T .
than No. 12 gaugeper	b. 2c.
than No. 12 gauge	er
than No. 16 wire gaugeper l	b. 2₫c.
Shorter than I inch, lighter than No. 16 gauge ,,	4C.
Spikes, nuis, wasners, norse, or ox snoes	. I 0-10C.
Cut tacks, brads, sprigs, not exceeding 16 ounces to the	ie als
I,000 per I,0	w
Exceeding 16 ounces	e.
bodkins	35 p.c., a.v.
Knitting, and all not specially provided for	. 25 p.c., a.v.
Plates.	
Steel plates, stereotype, electrotype, engraved or lithograph	ed 25 p.c., a.v.
Railway fish plates or splice barsper Rivets, iron or steel	b. 1C.
Rivets, iron or steel	3 tc.
Saws, cross cutper lineal to	ot 8c.
Mill, pit and drag saws, not over 9 in. wide,	IOC.
Over 9 in. ,, Circular saws ,,	30 p.c., a.v.
Hand, back and all other saws	40 p.c., a.v
Wood severe over a in. long.	h. ec
ı in. to 2 in.	7C.
r in. to 2 in. ", in. to 1 in. ", in. to 1 in. ", in. to 1 in. ", in. and less ", Wheels or parts thereof, for railway purposes, of iron whells or parts the balls of the control of the c	TOC
in. and less,	14C.
Wheels or parts thereof, for railway purposes, of iron	or
steel and steel thed, wholly or partially himshed	
mennfactured	OF
Aular and whale durinks to	OF
manufactured	b. sic s.
Axles and wheels dutiable as wheel Ingots, cogged ingots or blanks for same,,	OF
Axles and wheels dutiable as wheel Ingots, cogged ingots or blanks for same, Miscellaneous Metals and Manufa	or b. s <u>ł</u> c s. r <u>ł</u> c.
Ingots, cogged ingots or blanks for same ,, Miscellaneous Metals and Manufa	or b. sic s. rijc. ctures.
Ingots, cogged ingots or blanks for same, Miscellaneous Metals and Manufa Aluminum, crude and alloysper	or b. <u>si</u> c s. rijc. ctures. lb. x5c.
Ingots, cogged ingots or blanks for same ,, Miscellaneous Metals and Manufa	or b. sic s. rijc. ctures.

	• •
Argentine albata or German silver Brass bars or pigs, old brass, yellow metal fit only for re-manufacture per lb. Broaze powder ,	25 p.C., a.v. 13c. 12c.
Bronze or Dutch metal in leafper 100 leaves	8c.
Dionze of Datch metal in leatper 100 leaves	oc.
Copper,	
Copper ores, on each pound of fine copper	.ic.
	IC.
Regulus of copper and copper cement ,, Copper in plates, bars or ingots, not manufactured . ,,	IC.
Copper in rolled plates, rods, pipes, sheathing	1 lc. 35 p.c., a.v.
	35 p.c., a.v.
Gold and Silver.	
Bullions and metal thread	30 p.c., a.v. \$2
Silver leafper packet of 500 feaves	75C.
	/3~
Lead.	
Lead ore and lead dross	ı}c.
triving lead shall now a duty of the nearly on	
taining lead shall pay a duty of 11c. per lb. on lead therein.	
In pigs and bars, molten and refuseper lb.	2C.
In sheets, pipes, shot,	2 c.
Metallic mineral substances, metals unwrought, not	
specially provided for	20 p.c., a.v.
Mica	35 p.c., a.v
Nickel.	
Nickel, nickel oxide alloy	100.
Pens, metallic, except goldper gross	12C.
Pennoider tips, noiders, gold pens	30 p.c., a.v.
honnet, shawl, and helt-nins	20 D.C. B.V.
Ouicksilver per lb.	10C.
Pins, metallic, including hair-pins, safety-pins, and hat, bonnet, shawl, and belt-pins Quicksilver per lb. The flasks, bottles, or other vessels in which quicksilver i	s imported shall be
subject to the same rate of duty as they would be subjected to	if imported emply.
Type metalper lb.	ric.
New types Tin, black oxide, bar, block and pig, on and after January	25 p.c., a.v.
1, 1893per lb.	AC.
-	•
Watches. Chronometers, box or ships	****
Watches, cases, movement, glasses	10 p.c., a.v. 25 p.c., a.v.
	-J p,
Zinc or Spelter.	-9-
Zinc, in blocks or pigsper lb. In sheet	13C. 2 C.
Old, for re-manufacture	116.
Old, for re-manufacture ", Manufactures or wares not specially provided for, wholly or in part of metal	
or in part of metal	45 p.c., a.v.
Schedule D.—Wood and Manufactu	RES OF.
Timber hown and cowad	10 p.c., a.v.
Timber hewn and sawed	ic pc, a.v.
Sawed boards, deals of hemlock, white wood, sycamore,	,
white pine and basswoodper 1,000 feet	\$1
white pine and basswoodper 1,000 feet Sawed lumber, not provided for,	\$2
Sawed lumber, if planed, for each side so planed ,,	50C. \$1
If planed, tongued and grooved,	\$1 50c.
Cedar posts, ties, telegraph poles (after March 1, 1801)	20 p.c., a.v.
If planed on two sides, tongued and grooved ,, Cedar posts, ties, telegraph poles (after March 1, 1891) Sawed cedar, lignum vitæ, lancewood, ebony, box,	F , ·-
granadilla, mahogany, rosewood, satinwood, and all	
cabinet woods	15 p.c., a.v.
Veneers, manufactured	20 p.c , a.v.
Pine clapboardsper 1,000 feet	\$1 \$1 50c.
Spruce clapboards	4- 3-0-
or sawed only	20 p.c., a.v.
	· ·

Laths per 1,000 pieces Pickets and palings	15C.
White pine shingles per 1,000	90C.
All other singles	30C.
Casks, barrels, packing boxes	30 p.c., a.v.
House or cabinet furniture and other manufactures of wood	35 p.c., a.v

SCHEDULE E .- SUGAR.

That on and after July 1, 1891, and until July 1, 1905, there shall be paid from any moneys in the Treasury not otherwise appropriated, under the provision of section 3,689 of the Revised Statutes, to the producer of sugar testing not less than ninety degrees by the polariscope, from beets, sorghum or sugar cane, grown within the United States, or from maple sap produced in the United States, abounty of two cents per pound; and upon such sugar testing less than ninety degrees by the polariscope and not less than eighty degrees, a bounty of one and three-fourths cents per pound under such rules and regulations as the Commissioner of Internal Revenue, with the approval of the Secretary of the

Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, shall prescribe,

The producer of said sugar to be entitled to said bounty shall have first filed, prior to July 1 of each year, with the Commissioner of Internal Revenue a notice of the place of production, with a general description of the machinery and methods to be employed by him, with an estimate of the amount of sugar proposed to be produced in the current or next ensuing year, including the number of maple trees to be tapped, and an application for a licence to so produce, to be accompanied by a bond in a penalty, and with sureties to be approved by the Commissioner of Internal Revenue, conditioned that he will faithfully observe all rules and regulations that shall be prescribed for such manufacture and producrules and regulations that shall be prescribed for such manufacture and produc-

Commissioner of Internal Revenue, conditioned that he will faithfully observe all rules and regulations that shall be prescribed for such manufacture and production of sugar.

The Commissioner of Internal Revenue, upon receiving the application and bond hereinbefore provided for, shall issue to the applicant a licence to produce sugar from sorghum, beets, or sugar cane grown within the United States, or from maple sap produced within the United States, at the place and with the machinery and by the methods described in the application; but said licence shall not extend beyond one year from the date thereof.

No bounty shall be paid to any person engaged in refining sugars which have been imported into the United States, or produced in the United States upon which the bounty herein provided for has already been paid or applied for, nor to any person unless he shall have first been licensed as herein provided, and only upon sugar produced by such persons from sorghum, beets, or sugar cane grown within the United States, or from maple sap produced within the United States. The Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, shall from time to time make all needful rules and regulations for the manufacture of sugar from sorghum, beets, or sugar cane grown within the United States, or from maple sap produced within the United States, and shall, under the direction of the Secretary of the Treasury, exercise supervision and inspection of the manufacture thereof.

And for the payment of these bounties the Secretary of the Treasury is authorised to draw warrants on the Treasurer of the United States for such sums as shall be necessary, which sums shall be disbursed, and no bounty shall be allowed or paid to any person licensed as aforesaid in any one year upon any quantity of sugar less than five hundred pounds.

That any person who shall knowingly refine or aid in the refining of sugar imported into the United States upon which the bounty herein provided for has already been paid o

discretion of the court.

All sugars above No. 13 Dutch standard in colour shall be classified by the

All sugars above No. 13 Dutch standard in colour shall be classified by the Dutch standar of colour, and shall pay duty as follows, namely:—
All sugars above No. 16 Dutch standard in colour shall pay one-tenth of one cent per pound in addition to the rate herein provided for, when exported from or the product of any country when and so long as such country pays, or shall hereafter pay, directly or indirectly, a bounty on the exportation of any such sugar which may be included in this grade, which is greater than is paid on raw sugars of a lower saccharine strength; and the Secretary of the Treasury shall prescribe suitable rules and regulations to carry this provision into effect; and

provided further, that all machinery purchased abroad and erected in a beet sugar factory and used in the production of raw sugar in the United States from beets produced therein shall be admitted duty free until the 1st day of July, 1892. Provided, that any duty collected on any of the above described machinery purchased abroad and imported into the United States for the uses above

Sugar candy and all confectionery, including chocolate confectionery, made wholly or in part of sugar, valued at twelve cents or less per pound, and on sugars after being refined, when tinctured, coloured, or in any way adulterated,

five cents per pound.

All other confectionery, including chocolate confectionery, not specially pro-

All other confectionery, including chocolate confectionery, not specially provided for in this Act, 50 p.c., a.v. Glucose, or grape sugar, three-fourths of one cent. per pound.
Maple syrup, twenty cents per gallon.
That the provisions of the free list providing terms for the admission of imported sugars and molasses and for the payment of a bounty on sugars of domestic production shall take effect on April 1, 1891; provided that, on and after March 1, 1891, and prior to April 1, 1891, sugar not exceeding No. 16
Dutch standard in colour may be refined in bond without payment of duty; and such refined sugars may be transported in bond and stored in bonded warehouses at such points of destination as are provided in existing laws relating to the immediate transportation of dutiable goods in bond, under such rules and regulations as shall be prescribed by the Secretary of the Treasury.

SCHEDULE F.-TOBACCO AND MANUFACTURES OF.

Leaf for Cigar Wrappers if not stemmedp	er ll	b. \$ 2
If stemmed	,,	\$2 75C.
All other tobacco leaf not stemmed		35c.
Stemmed	,,	50C.
Tobacco manufactured	,,	400.
Snuff and snuff flower	"	50C.
Cigars, cigarettes, and cheroots	,,	\$4 50c., & 25 p.c., a.v

SCHEDULE G.—AGRICULTURAL PRODUCTS AND PROVISIONS.

	Animals, Alive.		
Horses and mules		per head	\$30
Horses valued over \$150 .			30 p.c. a.v.
Cattle over one year		per head	\$10
Less than one year		. ,,	• \$2
Hogs			\$1 500. \$1 500.
Sheep, one year old and nowa	rds	• ••	\$1 50C.
Less than one year old			75C.
All other live animals			20 D.C., 2.V.

Decade to Manual attention Francisco Contratorio

Breadstuffs and other Farinaceous Substi	inces.
Barleyper bushel of 48 lbs.	30
Barley Maltper bushel of 34lbs.	45C.
Barley Malt per bushel of 34lbs. Barley, pearled, patent or hulled per lb.	2C.
Buckwheatper bushel of 48 lbs.	15C.
Corn or maize per bushel of 56 lbs.	15C.
Cornmealper bushel of 48 lbs.	20C.
Macaroni, vermicelliper lb.	2C.
Oatsper bushel	15C-
Oatmealper lb.	IC.
Rice, cleaned,	ac.
Uncleaned,	1}c.
Paddy	c.
Rice flour, meal and brokenper lb.	{c.
Ryeper bushel	IOC.
Rye flourper lb.	₫c.
Wheatper bushel	25C.
Wheat flour	25 p.c., a.v.
Dairy Products.	
Butter and substitutes	6c.
Cheese	6c.
Milk, fresh	5C.
reserved or condensed, including weight of packages per lb.	20
Sugar of Milk	3C 8C

Sugar of Milk....,

Farm and Field Products.

Fatili and Field Floudcus	
Beansper bushel of 60 lbs.	40C.
Beans, peas, and mushrooms	40 p.c., a.v. \$8
Cabbageseach	3C.
Ciderper gallon	5C.
Eggs per dozen Yolk	5C. 25 p.c., a. v.
Hayper ton	\$ 4
Honeyper gallon Hopsper lb.	20C.
Onions	15C. 40C.
Peas, greenper bushel of 60 lbs.	40C.
Driedper bushel	20C.
Split, In papers or small packagesper lb.	30C.
Plants, trees, shrubs, and vines	20 p.c., a.v.
Potatoesper bushel of 60 lbs.	25C.
Seeds.	
	
Castor beans or seedsper bushel of 50 lbs. Flaxseed, linseed, poppy seed, oil seed ,, 56 ,,	50C.
Garden seeds	30C. 20 p.C., a.v.
Garden seeds Vegetables, prepared or preserved, including pickles and	20 pio, aiv.
sauces of all kinds	45 p.c., a.v.
Straw	25 p.c., a.v. 30 p.c., a.v.
Teazles	30 p.c., a.v.
Fish.	
Anchovies and sardines in tin boxes, 5 inches by 4 and	
31 inches deep	10C.
In half boxes, not more than 5 inches by 4 and 18 inches deepper box	5C.
In quarter boxes, not more than Afriches by 3 and	300
14 inches deepper box	2 C.
11 inches deep per box In any other form Fish, pickled, mackerel or salmon, pickled or salted per lb.	40 p.c., a.v. 1C.
Fresh, smoked, dried, or frozen ,, Not otherwise provided for ,,,	. {c.
Not otherwise provided for,	∦c.
Herrings, pickled or salted ,,, Fresh ,,,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Fish, packed in cans or packages	30 p.c., a.v.
Shellfish, in cans not exceeding 1 quart, per doz. cans Exceeding one quart (in addition) per dozen for each	8c.
half duart or traction	4C.
(Provided that until June 30, 1891, such cans shall be admitted as now provided by law). (See "Year Book," 1890	
admitted as now provided by law). (See "Year Book," 1890	.)
Fruits and Nuts—Fruits.	
Apples, per bushel	25C.
Dried, desiccated, preparedper lb.	2C.
Grapes, per barrel of 3 cu. feet	бос
Plums and prunesper lb.	2C. 2§C.
Figs	240.
DCKg	13C.
12 to 23 cu. ft., per pkg.	25C. 50C.
over 5 cu. ft., per pkg	10C.
Uranges in bulk, per thousand	\$1 50C.
Lemons and limes in bulk, per thousand	\$1 50c. 30 p.c., a.v.
Raisinsper lb.	2 c.
Raisins	35 p.c., a.v.
Orange peel and lemon peel, preserved or candiedper lb.	30 p.c., a.v 2C.

Nuts.	
Almonds, not shelledper lb.	5C.
Shelled	74C.
Filberts and Walnuts, not shelled,	зс.
Snelled,	бс.
Peanuts, unshelled,	ıc.
Shelled, Nuts not specially provided for,	1∳C.
Nuts not specially provided for,	ıţc.
Meat Products.	
Bacon and hams,	sc.
Beer, mutton, and pork	2C.
Meat not specially provided for	25 p.c., a.v.
Extract of, not specially provided forper lb.	35C.
Extract, fluid,	15C
Lard,	2C.
Poultry, live,	3C.
Dressed,	5C
Tallow,	íc
Wool grease, including degras,	∳ C
Miscellaneous Products.	
Chicory root, preparedper lb.	2C.
Chocolate(other than chocolate confectionery and chocolate	
commercially known as sweetened chocolateper lb.	2C.
Cocoa, prepared or manufactured,	2C
Cocoa butter,	3½c.
Dandelion root and acorns, substitutes for coffee ,,	ric.
Sait.	
Salt, in packagesper 100 lbs.	12C.
In bulk,	8c.
(Provided that imported salt may be used in curing fish	
and the duties be remitted, and further provided that ex-	
porters of meat may use imported salt and have duties	
refunded in amounts not less than \$100.)	
Starch, and substances fit for use asper lb.	2C.
Dextrine, burnt starch, gum substitute,	₫c.
Mustard, ground or preserved,	10C.
Spices,	4¢.
Cayenne pepper, unground,	2 ≟ C.
Sage	3¢.
Vinegarper gallon	71C.
There shall be allowed on the imported tin-plate used in	the manufacture of
cans, boxes, packages, and all other articles of tinware exp	orted, either empty
or filled with domestic products, a drawback equal to the du	y paid on such tin-
plate, less one per cent. of such duty, which shall be retained United States.	for the use of the
United States.	

SCHEDULE H .- SPIRITS, WINES AND OTHER BEVERAGES. Spirits.

Anhydrous alcohol..... per gallon

than the strength of the first proof, and all imitations of brandy or spirits or wines imported by any names whatever, shall be subject to the highest rate of duty provided for the genuine articles respectively intended to be represented, and in no case less than \$1 500. per gallon. Bay rum or bay water of first proof and in proportion for any greater strength than first proof, per gallon, \$1 500.

Wines.

Champagnes and sparkling wines in bottles over one pint to one quart
per gallon \$2 50c. Still wines, including ginger wine or ginger cordial and
vermuth, in casks
dozen half quarts
Any excess found on such excessper pint 5c.
Provided that any wines, ginger cordial, or vermuth imported containing
more than 24 per cent. of alcohol shall be forfeited to the United States; and
provided further that there shall be no constructive or other allowance for
breakage, leakage, or damage on wines, liquors, cordials, or distilled spirits Wines, cordials, brandy, and other spirituous liquors imported in bottles or jug:
shall be packed in packages containing not less than one dozen bottles or jugs in
each package; and all such bottles or jugs shall pay an additional duty of three
cents for each bottle or jug unless specially provided for in this Act, but no
separate or additional duty shall be assessed on the bottles or jugs.
Ale, porter, and beer, in bottles or jugsper gallon 40c.
Otherwise than bottles and jugs, 20c.
Malt extract, fluid, in casks,,, 3cc.
In bottles or jugs, 40c.
Solid or condensed 40 p.c., a.v.
Cherry juice, prune wine, fruit juice, not containing more
than 18 p.c. of alcohol
Tambanda and ather antifolial materia in same
Ginger ale, in \(\frac{1}{4} \) to 1\(\frac{1}{4} \) pint botties
Lemonade, &c., in same
Ginger ale, otherwise than in plain bottles or more than 11
pint bottles per gallon 50c.
Lemonade, same, 5oc.
Mineral waters in pint bottles per dozen 16c.
I pint to I quart, 35c.
Over 1 quart per gallon 20c.
(In addition thereto duty shall be collected on all above bottles at rates
chargeable if imported empty.)

SCHEDULE I.-COTTON MANUFACTURES.

Cotton thread, yarn, warps, single or twisted, except spool	
cotton, valued at not exceeding 25cper lb	100
25C. to 40C,	18c.
40c. to 50c	23C.
50c. to 60c,	28c.
6oc. to 7oc,	33C.
70c. to 80c,	38c.
8oc. to \$1,	48c.
Over \$1	50 p.c., a.v
Spool thread, not over 100 yards to spool, per dozen spools	7C.
Over 100 yar s, for each additional 100 yards or frac-	•
tion per dozen s ools	7C
Cotton cloth not bleached or coloured and not exceeding 50	•
threads to the square inchper square yard	2C.
If bleached,	2∳c.
If dyed, coloured, or printed,	4C.
Cotton cloth, not bleached or coloured, not exceeding	•
100 threads to square inchper square yard	₂łc.
If bleached,	3Č.
If dyed, coloured, or printed,	4C.
• • •	•

35 p.c., a.v

Provided, that on all cotton cloth not exceeding one hundred threads to the square inch, counting the warp and filling, not bleached, dyed, coloured, stained, painted, or printed, valued at over six and one-half cents per square yard; bleached, valued at over nine cents per square yard; and dyed, coloured, stained, painted, or printed, valued at over twelve cents per square yard, there shall be levied, collected, and paid a duty of thirty-five per cent. a.v. Cotton cloth, not bleached or coloured, 100 to 150 threads

painted, or printed, valued at over 12 cents per square yard, there shall be levied, collected, and paid a duty of 45 per cent., a.v.

Cotton cloth, not bleached or coloured, exceeding 200

threads to square inchper square yard

If bleached, 4 C. 5 C. 6 C.

If dyed, coloured, or printed,", 6½c.
Provided, that on all such cotton cloths not bleached, dyed, coloured, stained Provided, that on all such cotton cloths not bleached, dyed, coloured, stanned, painted, or printed, valued at over ten cents per square yard; bleached, valued at over twelve cents per square yard, and dyed, coloured, stained, painted, or printed, valued at over fifteen cents per square yard, there shall be levied, collected and paid a duty of forty-five per cent. a.v.: Provided further, that on cotton cloth, bleached, dyed, coloured, stained, painted, or printed, containing an admixture of silk, and not otherwise provided for, there shall be levied, collected and paid a duty of ten cents per square yard and in addition thereto thirty-five per cent. a.v.

Clothing, ready made, handkerchiefs, of cotton, neckties, made up

60 p.c., a.v.

40 p.c., a.v.
Chemille curtains, table covers, &c.
Stockings, hose, and half hose, made on knitting machines
or frames, of cotton or vegetable fibre, and shirts and
drawers of cotton, valued at not more than \$1.50 per doz.

Stockings shaped by knitting machines or frames, or knit by hand, valued at not more than 6oc. per dozen pairs,

per doz. 20c. & 20 p.c., a.v. 50c. & 30 p.c., a.v. 75c. & 40 p c., a.v. \$1. 1c. 40 p.c., a.v. Value 60c. to \$2,
Value over \$2 and not more than \$4 per doz. pairs,, Yalued at over \$4 per doz., per doz... Shirts and drawers valued at \$1.50 to \$3 per dozen, per doz. \$1 & 35 p.c., a.v.
Value \$3 to \$5 per doz. \$1 25c. & 40 p.c., a.v.
Value \$5 to \$7 \$1 \$25c. & 40 p.c., a.v.

Value over \$7 \$2 & 40 p.c., a.v. Cotton cords, braids; boot, shoe, and corset lacings, per lb. 35C. Gimps, webbing, goring, suspenders, braces(Provided that none of these articles shall pay a less rate 40 p.c., a.v.

than 40 p.c., a.v.) Cotton damask... 40 p.c., a.v. Manufactures of cotton not specially provided for 40 p.c., a.v

SCHEDULE J.-FLAX, HEMP, AND JUTE, AND MANUFAC-TURES OF.

Flax straw, per ton	\$ 5
Not hackled or dressedper lb.	ic.
Hackled, "dressed line",	3C.
Tow of flax or hemp	, } c.
Hemp, per ton	\$2 5
Hackled, line of hemp, per ton	\$50
Yarn made of jute	35 p.c., a.v.
capies, cordage, twine, except binding twine in whole or	
in part of istle or Tampico fibre, manila, or sisal grass,	-1-
Binding twine of Tampico fibre, manila, or sisal grass ,,	1 <u>†</u> C. 7-10 C .
Cables and cordage of hemp,	2 c.
Tarred,	3c.
Hemp and jute carpet and carpetings per square yard	6c.
Burlaps, not exceeding 60 inches wide, flax, jute and hemp,	
except for cotton baggingper lb.	ric.
Bags for grain, of burlaps,	2C.
Cotton bagging, valued at 6c. or less per sq. yd per square ya	rd 16-10c.
More than 6c. per square yard,	1 8-10C.
Flax gill-netting, nets, webs, seines, of yarn up to No. 20,	
per lb.	15c. & 35 p.c., a.v.
	oc. & 45 p.c., a.v.
Linen hydraulic hose, Oilcloth, linoleum, corticene, cork-carpets, and waterproof	20C.
cloth, valued at 25c. or less per square yard	40 D.C. B.V
Above 25c. per square yardper square yard	EC. & SON C. B.W.
Collars and cuffs of cottonper dozen	
Yarus of flax or hemp, or a mixture of either, valued 13c.	or less per lb., 6c.
per lb.; over 13c. per lb., 45 p.c., a.v. All manufactures of	flax or hemp, or of
which these substances, or either of them, is the componer	t material of chief
value, not specially provided for in this Act, 50 p.c., a.v. l	Provided, that until
Jan. 1, 1894, such manufactures of flax containing more than	100 threads to the
sq. in., both warp and filling, shall be subject to a duty of	35 p.c., a.v., in lieu
of the duty herein provided	
Collars and cuffs of linen, in whole or part per dozen : Shirts, and all wearing apparel not specially provided for,	30c. & 40 p.c., a.v.
wholly or in part of linen	50 p.c., a.v.
wholly or in part of linen	30 p.c., a.v.
tains, embroidered and hemstitched handkerchiefs	60 p.c., a.v.
Provided, That articles of wearing apparel, and textile	fabrics, when em-
broidered by hand or machinery, and whether specially or	otherwise provided
for in this Act, shall not pay a less rate of duty than that fixe	d by the respective
paragraphs and schedules of this Act upon embroideries of the	e materials of which
they are respectively composed.	
Manufactures of jute or vegetable fibre—except flax, hemp,	
cotton—value 5c. per lb	2C.
Above 5c. per lb	40 p.c., a.v.

SCHEDULE K .- WOOL AND MANUFACTURES OF WOOL.

All wools, hair of the camel, goat, alpaca and other like animals shall be divided for the purpose of fixing the duties to be charged thereon into the three following classes:

Class one, that is to say, merino, mestiza, metz or metis wools or other wools of merino bloods, immediate or remote, down clothing wools and wools of like character with any of the preceding, including such as have been heretofore usually imported into the United States from Buenos Ayres, New Zealand, Australia, Cape of Good Hope, Russia, Great Britain, Canada and elsewhere, and also including all wools not hereinafter described or designated in classes two and three.

Class two, that is to say, Leicester, Cotswold, Lincolnshire, Down combing wools, Canada long wools, or other like combing wools of English blood and usually known by the terms herein used, and also bair of the camel, goat, alpaca and other like animals.

Class three, that is to say, Donskoi, native South American, Cordova, Val-paraiso, native Smyrna, Russian camel's hair, and including all such wools of like character as have been heretofore usually imported into the United States from Turkey, Greece, Egypt, Syria and elsewhere, excepting improved wools hereinafter provided for.

The standard samples of all wools which are now or may be hereafter deposited in the principal custom-houses of the United States, under the authority of the Secretary of the Treasury, shall be the standards for the classification of wools under this Act, and the Secretary of the Treasury shall have the authority to renew these standards and to make such additions to them from time to time as

may be required, and he shall cause to be deposited like standards in other custom-houses of the United States when they may be needed.

Whenever wools of class 3 shall have been improved by the admixture of merino or English blood from their present character as represented by the standard samples now or hereafter to be deposited in the principal custom-houses of the United States, such improved wools shall be classified for duty, either as

class 1 or as class 2, as the case may be.

The duty on wools of the first class which shall be imported washed shall be washed; and the duty on wools of the first and second classes which shall be imported scoured shall be three times the duty to which they would be subjected if imported unwashed; and the duty on wools of the first and second classes which shall be imported scoured shall be three times the duty to which they would be subjected if imported unwashed.

Unwashed wools shall be considered such as shall have been shorn from the sheep without any cleansing; that is, in their natural condition. Washed wools shall be considered such as have been washed with water on the sheep's back. Wool washed in any other manner than on the sheep's back shall be considered

as scoured wool.

Wools and hair of the first class.....per lb. TIC. Of the second class ..., 12c.
Of third class, value 13c. per lb. or less ..., 32 p.c., a.v.
Of third class, value over 13c. ..., 50 p.c., a.v.
Wools on the skin shall pay the same rate as other wools, the quantity and value to be ascertained under such rules as the Secretary of the Treasury may rescribe.

On woollen and worsted yarns made wholly or in part of wool, worsted, the hair of the camel, goat, alpaca, or other animals, valued at not more than 30 cents per pound, the duty, per pound, shall be two and one-half times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by this Act on a pound of unwashed wool of the first class, and in additional times the duty imposed by the first class and the duty imposed by the first class and the duty imposed by the first class and the duty imposed by the first class and the duty imposed by the first class and the duty imposed by the first class and the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imposed by the duty imp imposed by this Act on a pound of unwasped woof of the first class, and in addition thereto 35 p.c., a.v.; valued at more than 30 cents and not more than 40 cents per pound, the duty per pound shall be three times the duty imposed by this Act on a pound of unwasped wool of the first class, and in addition thereto. 35 p.c., a v.; valued at more than 40 cents per pound the duty shall be three and one-half times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 40 p.c., a.v.

On woollen or worsted cloths, shawls, knit tabrics and all fabrics made on

knitting machines or frames, and all manufactures of every description made wholly or in part of wool, worsted, the hair of the camel, goat, alpaca, or other animals not specially provided for in this Act valued at not more than 30 cents

per pound, the duty per pound shall be three times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto an p.c., a.v.; valued at more than 30 cents and not more than 40 cents per pound the duty per pound shall be three and one half times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 40 p.c., a.v.; valued at above 40 cents per pound the duty per pound shall be four times the duty imposed by this Act on a pound of unwashed wool of the rst class, and in addition thereto 50 p.c., a.v.

on blankets, hats of wool, and flannels for underwear composed wholly or in part of wool, the hair of the camel, goat, alpaca, or other animals, valued at not more than 30 cents per pound, the duty per pound shall be the same as the duty imposed by this Act on one pound and one-half of unwashed wool of the first class, and in addition thereto 30 p.c., a.v.; valued at more than 30 and not more than 40 cents per pound, the duty per pound shall be twice the duty imposed by this Act on a pound of unwashed wool of the first class; valued at more than 40 cents and not more than 50 cents per pound, the duty per pound shall be twice of unwashed wool of the first class; valued at more than 40 cents and not more than 50 cents per pound, the duty per pound shall be three times the duty imposed by this Act on a pound of unwashed wool of the first class; and in addition thereto upon all the above named articles 35 p.c., a.v. On blankets and hats of wool composed wholly or in part of wool, the hair of the camel, goat, alpaca, or other animal, valued at more the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 40 p.c., a.v. Flannels composed wholly or in part of wool, the hair of the camel, goat, alpaca, or other animals, valued at above 50 cents per pound, shall be classified and pay the same duty as women's and children's dress goods, coat linings, Italian cloths and goods of similar character and description provided by this Act.

On women's and children's dress goods, coat linings, Italian cloths, and goods

and description provided by this Act.

On women's and children's dress goods, coat linings, Italian cloths, and goods of similar character or description of which the warp consists wholly of cotton or other vegetable material, with the remainder of the fabric composed wholly or in part of wool, worsted, the hair of the camel, goat, alpaca, or other animals, valued at not exceeding fifteen cents per square yard, seven cents per square yard, and in addition thereto 40 p.c., a.v.; valued at above fifteen cents per square yard, eight cents per square yard, and in addition thereto 50 p.c., a.v.; provided that on all such goods weighing over 4 ounces per square yard the duty per pound shall be four times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 50 p.c., a.v.

On women's and children's dress goods, coat linings, Italian cloth, bunting, and goods of similar description or character composed wholly or in part of wool, worsted, the hair of the camel, goat, alpaca, or other animals, and not specially provided for in this Act, the duty shall be twelve cents per square yard, and in addition thereto 50 p.c., a.v.; provided, that on all such goods weighing over four ounces per square yard the duty per pound shall be four times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 50 p.c., a.v.

four ounces per square yard the duty per pound shall be four times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 50 p.c., a.v.

On clothing, ready-made, and articles of wearing apparel of every description, made up or manufactured wholly or in part, not specially provided for in this Act, plushes and other pile fabrics and felt and felt fabrics, all of the foregoing composed wholly or in part of wool, worsted, the hair of the camel, goat, alpaca, or other animals, the duty per pound shall be four and one-half times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 60 p.c., a.v.

On cloaks, dolmans, jackets, talmas, ulsters, or other outside garments for ladies' and children's apparel and goods of similar description, or used for like purposes, composed wholly or in part of wool, worsted, the hair of the camel, goat, alpaca, or other animals, made up or manufactured wholly or in part, the duty per pound shall be four and one-half times the duty imposed by this Act on a pound of unwashed wool of the first class, and in addition thereto 60 p.c., a.v.

On webbings, gorings, suspenders, braces, belting, bindings, bridds, galloons, fringes, gimps, cords, cords and tassels, dress trimmings, laces and embroideries, head nets, buttons, or barrel buttons, or buttons of other forms, for tassels or other ornaments, wrought by hand or braided by machinery, any of the foregoing which are elastic or non-elastic, made of wool, worsted, the hair of the camel, goat, alpaca or other animals or of which wool, worsted, the hair of the camel, goat, alpaca, or other animals is a component material, the duty shall be 6cc, per pound, and in addition thereto 60 p.c., a.v.

Aubusson, Axminster, Moquette and Chenille carpets, figured or plain, carpets worsen whole for rooms, and all carpets or carpeting of like character or description, and Oriental, Berlin, and other similar rugs, foc. per square yard, and in addition thereto 40 p.c.

or carpeting of like character or description, 6oc. per square yard, and in addition

or carpeting of like character or description, our product thereto 40 p.c., a.v.

Brussels carpets, figured or plain, and all carpets or carpeting of like character or description, 44c. per square yard, and in addition thereto 40 p.c., a.v.

Velvet and tapestry velvet carpets, figured or plain, printed on the warp or otherwise, and all carpets or carpeting of like character or description, 40c. per square yard, and in addition thereto 40 p.c., a.v.

Tapestry Brussels carpets, figured or plain, and all carpets or carpeting of like character or description, printed on the warp or otherwise, 28c. per square yard, and in addition thereto 40 p.c., a.v.

and in addition thereto 40 p.c., a.v.

Treble ingrain, three-ply and all chain Venetian carpets, 19c. per square yard, and in addition thereto 40 p.c., a.v.

Wool, Dutch and two-ply ingrain carpets, 14c. per square yard, and in addi-

tion thereto 40 p.c., a.v.
Druggets and bockings, printed, coloured or otherwise, 22c. per square yard,

and in addition thereto 40 p.c., a.v.
Felt carpeting, figured or plain, 11c. per square yard, and in addition thereto

As p.c., a.v.

Carpets and carpeting of wool, flax or cotton, or in part of either, not specially provided for in this Act, 50 p.c., a.v.

Mats, rugs, acreens, covers, hassocks, bed sides, art squares and other portions of carpets or carpeting made wholly or in part of wool and not specially provided for in this Act shall be subjected to the rate of duty herein imposed on carpets or carpetings of like character or description,

SCHEDULE L.-SILK AND SILK GOODS.

Silk carded or combedper lb. Thrown silk, singles, tram, organzine, sewing silk, twist,	50C.
floss, silk threads, yarns	30 p.c., a.v.
Spun silk	35 p.c., a.v.
Webbings, gorings, suspenders, braces, braids, buttons, fringes, cords and tassels	50 p.c., a.v.
Laces and embroideries, handkerchiefs, ruchings, knit goods, wearing apparel	60 p.c., a.v.
Clothing and wearing apparel with india-rubber not provided forper oz.	8c. & 6o p.c., a.v.
forper oz. Velvets, pile fabrics, less than 75 p.c. in weight of silk	• •
per lb.	\$1 50c. & 15 p.c., a.v.
75 p.c. or more (but in no case less than 50 p.c., a.v.),, All manufactures of silk not provided for	\$3 50c. & 15 p.c., a.v. 50 p.c., a.v.

SCHEDULE M.—PULP, PAPERS, AND BOOKS.

Pulp and Paper.

Mechanically ground wood pulp, per tondry weight Chemical wood pulp, unbleached, per ton	\$2 50c. \$6 00c.
Bleached, per ton,	\$7 ooc.
Sheathing paper	10 p.c., a.v.
Printing paper, unsized	15 p.c., a.v.
Sized or glued	20 p.c., a.v.
Copying paper and all tissue paperper lb.	
Albumenized or sensitized paper,	35 p.c., a.v.
Photographers' paper, not sensitized,	35 p.c., a.v.
Surface coated papers, cardboards, lithographic prints,	
autograph and scrap albums	35 p.c., a.v.
Manufactures of Paper.	
Envelopes, per 1,000 Paper hangings for screens, filtering and letterpress copying, albumenized and sensitized	25c.
Paper nangings for screens, intering and letter press copying,	25 p.c., a.v.
Books, pamphlets, engravings, photographs, etchings, maps,	25 p.c., a.v.
charts, and all printed matter not specially provided for	25 p.c., a.v.
	25 p.c., a.v.
Blank books	
Playing cardsper pack	50C.
Other manufactures of paper	25 p.c., a.v.

SCHEDULE N. -SUNDRIES.

SCHEDULE N. —SUNDKIES.	
Bristles	10C. 40 p.c., a.v.
Buttons and Button Forms.	
Button forms, lastings, cloth for buttons	10 p.c., a.v.
Agate buttons	
Agate buttons Pearl and shell, per line, button measure of 1-40 of one inch,	25 p.c., a.v.
per gross	2 c. & 25 p.c., a.v
Ivory, vegetable ivory, bone and horn buttons	50 p.c., a.v.
Shoe buttons, value not over 3c. per gross, per gross	IC.
Coal, bituminous and shale, per ton of 28 bushels (80 lb.)	75C.
Coal, slack or culm ,, ,,	3ос.
Coal, slack or culm ,, ,,	20 p.c., a.v.
Cork bark, in squares or cubesper lb.	TOC.
Corks, manufactured,	15C.
Corks, manufactured,, Dice, draughts, chessmen, balls, billiard balls	50 p.c., a.v.
Dolls, doll heads, marbles, toys not made of rubber, china,	
porcelain, parian, bisque, earthen or stone ware	35 p.c., a.v.
Emery grainsper lb.	IC.
Explosive Substances.	
Firecrackersper lb.	8c.
Fulminates	30 p.c., a.v.
Gunpowder and explosives valued at 20c. or less per lb	5C.
Above 20c. per lb	8c.
Matches, not more than 100 matches to boxper gross	IOC.
Matches otherwise than above, per thousand	IC.
Percussion caps	40 p.c., a.v.
Feathers (birds'), downs, dressed, coloured or manufactured	50 p c., a.v.
Not dressed	10 p.c., a.v.
Quilts and other manufactures of down	50 p.c., a.v.
Furs	20 p.c., a.v.
Glass beads, loose	to p.c., a.v.
Gun wads	35 p.c., a v.
Human hair, unmanufactured	20 p.c., a.v.
Crinoline cloth per sq. yard Hair seating per sq. yard	8c.
Hair curled for beds	30C.
Fur hats	15 p.c., a.v.
Fur nats	55 p.c., a.v.
Jewellery and Precious Stones.	
· · · · · · · · · · · · · · · · · · ·	
Jewellery articles not elsewhere provided for	50 p.c., a.v.
Pearls	10 p.c., a.v.
Precious stones cut, but not set	10 p.c., a.v.
Imitations of, not set	25 p.c., a.v.
Initiations of, not set	10 p.c., a.v.
Leather and Manufactures of.	
Belting and sole leather Calfskins, dressed upper leather, chamois, finished	10 p.c., a.v.
Caliskins, dressed upper leatner, chamois, finished	20 p.c , a.v.
Bookbinders' calfskins, kangaroo, sheep, goat, lamb, and	
kid, finished	20 p.c., a.v.
Morocco, unfinished	10 p.c., a.v.
Leather boots and shoes	30 p.c., a.v.
Pianoforte leather	25 p.c., a.v.
But leather cut into shoe uppers or vamps, or other forms	35 P.C., a.v.
sion into manufactured articles, shall be classified as manufac	
pay duty accordingly.	tures of learner, and
pay duty accordingly.	

pay duty accordingly.

Gloves of all descriptions, composed wholly or in part of kid or other leather, whether wholly or partly manufactured, shall pay duty at the rates fixed in connection with the following specified kinds thereof, fourteen inches in extreme length when stretched to the full extent, being, in each case, hereby fixed as the standard, and one dozen pairs as the basis, namely:—Ladies' and children's smaschen of said length or under, \$1,75c. per dozen; ladies' and children's kind of said length or under, \$2,25c. per dozen; ladies' and children's kind said length or under, \$3,25c. per dozen; ladies' and children's kind length or under, \$5,0c., a.v.; all other ladies' and children's leather gloves, and all men's leather gloves of said length or under, 50 p.c., a.v.; all leather gloves

over fourteen inches in length, so p.c., a.v.; and in addition to the above rates there shall be paid on all men's gloves \$r per dozen; on all lined gloves, \$r per dozen; on all pined gloves, \$t per dozen; on all enhousidered gloves, with more than three single strands or cords, soc. per pair. Provided, that all gloves represented to be of a kind or grade below their actual kind or grade shall pay an additional duty of \$\$ per dozen pair. Provided in the none of the articles named in this par. shall pay a less rate of duty than 50 p.c., a.v.

MISCELLANEOUS MANUFACTURES.

Manager of children solve schools Madday	
Manufactures of alabaster, amber, asbestos, bladders,	arna au
coral, gut, jet paste, spar and wax	25 p.c., a.v.
Osier or willow for baskets	30 p.c., a.v.
Manufactures of osier or willow	40 p.c., a.v.
Manufactures of bone, chip, grass, horn, indiarubber, palm	
leaf, straw, weeds, or whalebone	30 p.c., a.v.
Manufactures of leather, fur, gutta-percha, vulcanised	
rubber, human hair, papier mache, indurated pulp fibres	35 p.c., a.v.
Manufactures of ivory, vegetable ivory, mother-of-pearl	
and shell	40 p.c., a.v.
Masks, composed of paper or pulp	35 P.C., A.V
Matting of cocoa fibre or rattanper square yard	12C.
Mats, cocoa fibre, or rattanper square foot	8c.
Paintings, in oil or water-colours, and statuary (wrought	
by hand) not otherwise provided for	15 p.c., a.v.
Lead pencilsper gross	50c. & 30 p.c., a.v.
Slate pencils	4C.
Pencil leads, not in wood.	10 p.c., a.v.
Pench leads, not in woods	
Pipes and smokers' articles	70 p.c., a.v.
Pipes, common clayper gross	15C.
Hatters' plush	10 p.c., a.v.
Umbrellas, parasols, and sunshades, silk or alpaca	55 p.C., a.v.
Of other material	45 p.c., a.v.
Sticks for, plain	35 p.c., a.v.
Sticks for, carved	50 p.c., a.v.
Waste	10 p.c., a.v.

THE FREE LIST.

Acid used for medicinal, chemical, or manufacturing purposes not specially provided for. Aconite. Acorns, raw, dried, or undried. Agates, unmanufactured. Albumen. Alizarine, natural or artificial. Amber, unmanufactured, or crude gum. Ambergris. Aniline salts. Any animal imported specially for breeding purposes shall be admitted free. Provided, that no such animal of the female sex shall be admitted free. Provided, that no such animal of the female sex shall be admitted free unless pure bred of a recognised breed, and duly registered in a book of record established for that breed, Animals brought into the United States temporarily for a period not exceeding six months, for the purpose of exhibition or competition for prizes offered by any agricultural or racing association. Animals, harness, and waggons of immigrants. Annatto, roucou, rocca, or orleans, and all extract of. Antimony ore, crude sulphide of. Apatite. Argal, or argol, or crude tartar. Arrowroot, raw or unmanufactured. Arsenic and sulphide of, or orpiment. Arseniate of aniline. Art educational stops composed of glass and metal. Articles in a crude state used in dyeing or tanning. Articles the growth, produce, and manufacture of the United States, when returned after having been exported, without having been advanced in value or improved in condition by any process of manufacture

the United States, when returned after having been exported, without having been advanced in value or improved in condition by any process of manufacture or other means. Asbestos, unmanufactured. Ashes, wood and lye of, and beet-root ashes. Asphaltum and bitumen, crude. Asafætida.

Balm of Gilead. Barks, cinchona or other from which quinine may be extracted. Baryta, carbonate of or witherite. Bauxite, or beauxite. Beeswax. Bells, broken, and bell metal broken and fit only to be remanufactured. Birds, stuffed, not suitable for millinery ornaments, and bird skins prepared for preservation. Birds and land and water fowls. Bismuth. Bladders, crude, and all integuments of animals. Blood, dried. Bologna sausages. Bolting cloths, especially for milling purposes, but not suitable for wearing apparel. Bones, crude, or not burned, calcined, ground, steamed or otherwise manufactured and bone dust or animal carbon and bone ash, fit only for fertilising. Books, engravings, photographs, bound or unbound etchings, maps and charts, which shall have been printed and bound or sunnfactured more than twenty years at the date of importation. Books and pamphlets printed exclusively in languages other than English; also books and music in raised print. Books, engravings,

photographs, etchings, bound or unbound, maps and charts imported by authority or for the use of the United States or for the use of the library of Congress. Books, maps, lithographic prints, and charts especially imported, not more than two copies in any one invoice, in good faith, for the use of any society incorporated or established for educational, philosophical, literary or religious purposes, or for the encouragement of the fine arts, or by any college, academy, school or seminary of learning in the United States, in its own behalf or in behalf of any of its professors or teachers, subject to such regulations as the Sacretary of the Treasury shall prescribe. Books or libraries, or parts of libraries, and other household effects of persons or families from foreign countries. Brazil paste. Braids, plaits, laces and similar manufactures composed of straw, chipy grass, palm leaf, willow, osier or rattan, suttable for making or ornamenting hats, bonnets and hoods. Brazilian pebbles, unwrought or unmanufactured. Breccia, in blocks or slabs. Bromine Bullion, gold or silver. Burgundy pitch.

Cabinets of old coins and medals, and other collections of antiquities produced prior to 1700. Cadmium. Calamine, Camphor, crude. Castor or castoreum. Catgut, whipgut, or worngut, unmanufactured or in strings or cord. Certum. Chalk, unmanufactured. Charcoal. Chicory root, raw, dried or undried, but unground, ac. Civet, crude. Clay, common blue clay, in casks, suitable only for crucibles. Coal, anthracite. Coal stores of American vessels, but noce shall be unloaded. Coal tar, crude. Cobalt and cobalt ore. Cocculus indican. Cochineal. Cocoo or cacao, crude and fibre, leaves and shells of. Coffee. Coins, gold, silver and copper. Coir and coir yarn. Copper, old, taken from the bottom of American vessels in foreign ports. Coral, marine, uncut and unmanufactured. Cork wood or cork bark, unmanufactured. Cotton and cotton waste or flocks. Cryolite, or kryolith. Cudbear. Curlingstones, or quoits and bandles. Curry and curry powder. C photographs, etchings, bound or unbound, maps and charts imported by authority or for the use of the United States or for the use of the library of Congres

Divi Divi. Dragon's blood. Drugs not advanced in value or condition by refining or griuding, or by manufacture.

Eggs of birds, fish, and insects. Emery ore. Ergot.

Fans, common palm leaf, and palm leaf unmanufactured. Farina. Fashion plates engraved on steel, copper, or on wood, coloured or plain. Feathers and downs for beds. Feldspar. Felt, adhesive, for sheathing vessels. Fibrin in all forms. Fresh fish, caught by citizens of the United States in the high seas, or in the open waters of the lakes forming a boundary between the United States and the Dominion of Canada. Fish for bait. Fish skins. Flint, flints, and ground flint stones. Floor matting from straw, including Chinese matting. Fossils. Fruit plants, tropical and semi-tropical. Fruits and Nuts.—Currants, Zante or other; dates; fruits, green, ripe and dried; tamarinds; cocoanuts. Brazil nuts; cream nuts; palm nut kernels. Furs undressed. Furs skins of all kinds not dressed in any manner.

cream nuts; palm nut kernels. Furs undressed. Furs skins of all kinds not dressed in any manner.

Gambier. Glass, broken, and old glass, which cannot be cut for use. Glass plates or discs, rough cut or unwrought, for use in optical instruments. Grasses and fibres.—Istle, or Tampico fibre. Jute. Jute butts. Manila. Sisal grass. Sunn. All other textile grasses or fibrous vegetable substances, unmanufactured or undressed. Goldbeaters' moulds and goldbeaters' skins. Grease and oils, such as are commonly used in soapmaking, or in wire drawing, or for stuffing or dressing leather, fit only for such uses. Guano, manures, and all substances expressly used for manure. Gunny bags and gunny cloths, old or refuse. Guts, sealted. Gutta percha, crude.

salted. Gutta percha, crude.

salted. Gutta percha, crude.

Hair of horse, cattle, and other animals, cleaned or uncleaned, drawn or undrawn, but unmanufactured, and human hair, raw, uncleaned, and not drawn. Hides, raw or uncured, whether dry, salted, or pickled, and skins, except sheepskins with the wool on, Angora goatskins, raw, without the wool, unmanufactured, asses skins, raw or unmanufactured. Hide cuttings, raw, with or without hair, and all other glue stock. Hide rope. Hones and whetstones. Hoofs, unmanufactured. Hop roots for cultivation. Horas and parts of, unmanufactured.

Ice. Iodia rubber, crude, and milk of, and scrap or refuse India rubber. Indigo. Iodine, crude. Ipecac. Iridium. Ivory and vegetable ivory, not sawed or manufactured.

sawed or manufactured.

Jalap. Jet, unmanufactured. Joss stick, or Joss light. Junk, old.

Kelp. Kieserite. Kyanite, or cyanite, and kainite.

Lac dye, crude, seed, button, stick, and shell. Lac spirits. Lactarine, Lava, unmanufactured. Leeches Lemon juice, lime juice, and sour orange juice. Licorice root, unground. Lifeboats and life saving apparatus specially imported by societies. Lime, citrate of. Lime, chloride of, or bleaching powder. Lithographic stones not engraved. Litmus, prepared or not prepared. Loadstones.

Madder and munject, or Indian madder, ground or prepared, and all extracts of. Magnesite. Magnesium. Magnets. Manganese, oxide and ore of. Manna.

Manuscripts. Marrow, crude. Marsh mallows. Medals of gold, silver, or copper. Meerschaum, crude or unmanufactured. Mineral waters, all not artificial. Minerals, crude, or not advanced by manufacture. Models of inventions and of other improvements in the arts, including patterns for machinery. Moss, sea weeds, and vegetable substances, crude or unmanufactured. Musk, crude, in natoral pods. Myrobolan.

Needles, hand-sewing and darning. Newspapers and periodicals, but the term "periodicals" shall be understood to embrace only unbound or paper-covered publications, containing current literature of the day and issued regularly at stated periods, as weekly, monthly, or quarterly. Nux vomica.

Oakum. Oilcake. Oils—Almond, amber, crude and rectified ambergris, anise or aniseseed, aniline, aspic or spike lavender, bergamot, cajeput, caraway, cassia, cinnamon, cedrat, chamomile, citronella or lemon grass, civet, fennel, cassia, cinnamon, cedrat, chamomile, citronella or lemon grass, civet, fennel, jasmine or jasimine, juglandium, juniper, lavender, lemon, limes, mace, neroli or orange flower, nut oil or oil of nuts, orange oil, olive oil for manufacturing or mechanical purposes, unfit for eating; ottar of roses, palm and cocomut, rosemary or anthoss, sesame or sesamum seed or bean, thyme, origanum, red or white; valerian, and also spermaceti, whale, and other fish oils of American fisheries, and all other articles the produce of such fisheries. Olives, green or prepared. Opium, crude or manufactured, and not adulterated, containing 9 p.c. and over of morphia. Orange and lemon peel, not prepared. Orchil, or orchil liquid. Orchids, lily-of-the-valley, azaleas, palms, and other plants used for decorative purposes. Ores, of gold, silver and nickel matte. Provided, that ores of nickel and nickel matte, containing more than 2 p.c. of copper, shall pay a duty of one-half of one cent per pound on the copper contained therein. Osmium.

a duty of one-half of one cent per pound on the copper contained therein. Osmium.

Palladium. Paper stock, crude, of every description. Paraffine. Parchment and vellum. Pearl, mother of, not manufactured. Peltries and other proper goods and effects of Indians passing or repassing the boundary line of the Territories of the United States. Personal and household effects of citizens dying in foreign countries. Pewter and britannia metal, fit only to be remanufactured. Philosophical and scientific apparatus, instruments and preparations; statuary, casts of marble, bronze, alabaster or plaster of Paris; paintings, drawings and etchings, specially imported in good faith for the use of any society or institution incorporated or established for religious, philosophical, educational, scientific or literary purposes, or for encouragement of the fine arts and not intended for sale. Phosphates, crude or native. Plants, trees, shrubs, roots, seed cane and seeds, all of the foregoing imported by the Department of Agriculture or the United States Botanic Garden. Plaster of Paris and sulphate of lime unground. Platina, in ingots, bars, sheets and wire. Plantnum, unmanufactured, and apparatus of platinum for chemical uses. Plumbago. Polishing stones. Potash, crude, carbonate of, or "black salts." Caustic potash, or hydrate of, not including refined, in sticks or rolls. Nitrate of potash. Muriate of potash Professional books, implements, instruments and tools of trade, occupation or employment, in the actual possession at the time of persons arriving in the United States. Pulm. Pumice.

Quills. Quinta, sulphate of, and all alkaloids or salts of chinchona back.

Professional books, implements, instruments and tools of trace, occupation or employment, in the actual possession at the time of persons arriving in the United States. Pulu. Pumice.

Quills. Quinia, sulphate of, and all alkaloids or salts of chinchona bark.

Rags. Regalia and gems, statues, statuary for any society for educational, philosophical, literary, or religious purposes. Rennets, raw or prepared.

Saffron and safflower, and extract of, and saffron cake. Sago, crude, and sago flour. Salacine. Sauerkraut. Sausage skins. Seeds, anise, canary, caraway, cardamon, coriander, cotton cummin, fennel, fenugreek, hemp, horehound, mustard, rape, St. John's bread or bean, sugar beet, turnip, mangel wurzel, sorghum, or sugar cane for seed, bulbs and bulbous roots, not edible, and all flower and grass seeds. Selep, or saloup. Shells of all kinds not manufactured. Shot gun barrels, forged, rough bored. Shrimps and other shell fish. Silk, raw, or a reeled from the ocooon. Silk cocoons and silk waste. Silkworms' eggs. Skeletons and other preparations of anatomy. Snails. Soda, nitrate or cubic nitrate and chlorate. Sodium. Sparterre, suitable for bats. Specimens of natural history, botany, and mineralogy, for cabinets or as objects of science. Spices.—Cassia, cassia vera, and cassia buds, unground. Cinnamon and chips of, unground. Cloves and clove stems, unground. Cinnamon and chips of, unground. Cloves and clove stems, unground. Ginger root, unground and not preserved. Mace. Nutmegs. Pepper of all kinds, unground. Pimento, unground. Spunk. Spuns and stitls used in the manufacture of carthen, porcelain, and stoneware. Stone and sand. Burrstone in blocks, rough or manufactured and not bound up into mill stones; cliff stone, unmanufactured, pumice stone, rotten stone and sand, crude or manufactured. Storax, or styrax.

Strontia, oxide; protoxide, strontianite, Sugars, all not above number sixteen butch stendard in colour, all tank bottoms, all sugar drainings and sugar sweepings; syrups of cane juice, melada, concentrated

centrated molasses and molasses. Sulphur, lac or precipitated, and sulphur or brimstone, crude, in bulk, sulphur ore, as pyrites, or sulphuret of from in insulatural state, containing in excess of twenty-five per cent, of sulphur (except on the copper contained therein), and sulphur not otherwise provided for. Sulphuric acid which at the temperature of sixty degrees Fahrenheit does not exceed the specific gravity of one and three hundred and eighty thousandths, far use in manufacturing superphosphate of line or artificial manures of any kind, or for any agricultural purposes. Sweepings of silver and gold.

Tapioca, cassava or cassady. Tar and pitch of wood and pitch of coal tar. Tea and tea plants. Teeth, natural or unmanufactured. Terra alba. Terra, japonica. Tin ore and tin in bars, blocks, pigs or grain or granilated, until July 1, 1893. Tinsel wire, lame or lahn. Tobacco stems. Tonquin, tonqua or tonka beans. Tripoli. Turmeric. Turpentine, Venice. Turpentine, spirits of. Turtles. Types, old, only to be remanufactured.

Uranium, oxide and salts of.

Vaccine virus. Valonia. Verdigris, or subacetate of copper.

Wafers, unmedicated. Wax, vegetable or mineral. Wearing appare and other personal effects (not merchandise) of persons arriving in the United States. Whalebone, unmanufactured. Wood—Logs and round unmanufactured timber. Firewood, handle bolts, heading bolts or stave bolts, and shingle bolts, hop poles, railroad ties, ship timber, and ship planking. Woods, namely, cedar, lignumvitze, lancewood, ebony, box, grandilla, mahogany, rosewood, satinwood, and all kinds of cabinet woods, in the log, rough, or hewn; hamboo and rattan, unmanufactured; briar root or briarwood, unmanufactured; bamboo, reeds and sticks of partridge, hair wood, pimento, orange, myrtle, and other woods, manufactured, and India malacca joints not manufactured; bamboo, treds and sticks of partridge, hair wood, pimento, orange, myrtle, and other works of art, the production of American artists residing temporarily abroad, or other public i

Zaffer.

Reciprocity Clause

SEC. 3.—That with a view to secure reciprocal trade with countries producing the following articles, and for this purpose, on and after the first day of January, eighteen hundred and ninety-two, whenever, and so often as the President shall be satisfied that the Government of any country producing and exporting sugars, molasses, coffee, tea, and hides, raw and uncurred, or any of such articles, imposes duties or other exactions upon the agricultural or other products of the United States, which in view of the free introduction of such sugar, molasses, coffee, tea, and hides into the United States he may deem to be reciprocally unequal and unreasonable, he shall have the power and it shall be his duty to suspend, by proclamation to that effect, the provisions of this Act relating to the tree introduction of such sugar, molasses, coffee, tea, and hides, the production of such country, for such time as he shall deem just, and in such case and during such suspension duties shall be levied, collected, and paid upon sugar, molasses coffee, tea, and hides, the product of or exported from such designated country as follows, namely:

All sugars not above number thirteen Dutch standard in colour shall pay duty on their polariscopic tests as follows, namely:

All sugars not above number thirteen Dutch standard in colour, all tank bottoms, syrups of cane juice or of beet juice, melada, concentrated melada, concerte and concentrated molasses, testing by the polariscope not above seventy-five degrees, seven-tenths of one cent per pound; and for every additional degree or fraction of a degree shown by the polariscopic test, two-hundredths of one cent per pound additional. SEC. 3.—That with a view to secure reciprocal trade with countries producing

per pound additional.

All sugars above number thirteen Dutch standard in colour shall be classified by the Dutch standard of colour, and pay duty as follows, namely :—All sugar above number thirteen and not above number sixteen Dutch standard of colour,

one and three-eighths cents per pound.

All sugar above number sixteen and not above number twenty Dutch standard of colour, one and five-eighths cents per pound.

All sugars above number twenty Dutch standard of colour, two cents per pound.

Molasses testing above fifty-six degrees, four cents per gallon.

Sugar drainings and sugar sweepings shall be subject to duty either as molasses or sugar, as the case may be, according to polariscopic test.

On coffee, three cents per pound.

On tea, ten cents per pound.

Hides, raw or uncured, whether dry, salted, or pickled, Angora goat-skins, raw, without the wool, unmanufactured, asses skins, raw or unmanufactured, and skins, except sheep-skins, with the wool on, one and one-half cents per pound.

CONSULAR OFFICERS OF THE UNITED STATES IN GREAT BRITAIN AND IRELAND.

EXPLANATORY NOTES.—C.G., Consul General; V. & D.C.G., Vice- and Deputy-Consul General; D.C.G., Deputy-Consul General; C., Consul; V. & D.C., Vice and Deputy-Consul; V.C., Vice-tonsul; C.A., Consular Agent; V. & D.C.A., Vice- and Deputy-Consul Agent; V.C.A., Vice-Consular Agent

Place.				Name and Title.
Aberdeen, Scotland	• •	• •	••	Andrew Murray, C.A.
Athlone, ,,	••	••	••	John Burgess, C.A.
Ballymena, Ireland	• •		• •	George Ballentine, C.A.
Barnsley, England	••	••	••	Robert D. Maddison, C.A.
Belfast, Ireland	••	••		Samuel G. Ruby, C. Ralph O. Ruby, V. & D.C.
		• •		Ralph O. Ruby, V. & D.C.
Birmingham, England		••		John Jarrett, C.
,, ,,				Frederick M. Burton, V. & D.C.
Bradford, ,,				John A. Tibbits, C.
		••		Thomas L. Renton, V. & D.C.
Brighton,			::	H. D. Warne, C.A.
Delekal	••	••		John D. Delille, C.
Bristol, ,,	••	••	••	
- "	• •	••	••	Frederick Ludlow, V. & D.C.
Cardiff, Wales	••	• •	• •	Evan R. Jones, C.
. 1) 11	• •	• •	• •	W. Bruce Lovie, V. & D.C.
Carlisle,				J. Hewelson Brown, C.A.
Cork, Ireland				John A. Piatt, C.
,, ,,				James Wm. Scott, V.C.
Dartmouth, England				George Hingston, C.A.
Dambu				Charles K. Eddowes, C.A.
Davas				Francis W. Prescott, C.A.
	••			Alexander J. Reid, C.
Dublin, Ireland	••	••		Stephen M. Mackenzie, V.C.
Dunfermline, Scotland	• •	• •	••	
Duntermline, Scotland	••	••	• •	James D. Reid, C.A.
_ 11 21	••	• •	• •	James Penman, V.C.A.
Dundee, ",	• •	••	••	Arthur B. Wood, C.
		••		Arthur B. Wood, C. Wm. McIntyre, V. & D.C.
Falmouth, England				Howard Fox, C.
				G. Henry Fox, V. & D.C.
Galashiels, Scotland				Richard Lees, C.A.
Al		•••	••	Levi W. Brown, C.
• • •				William Gibson, V.C.
Gloucester, England				Charles E. Porthlock, C.A.
Occasion, England	••	••		John Craig, C.A.
Greenock, Scotland	••	••	••	William Consu. C. A
Guernsey, England	• •	••	••	William Carey, C.A.
Holyhead, ,,	• •	••	• •	John Jones, C.A.
Huddersfield, ,.	• •	• •	• •	William P. Smyth, C.A.
	٠.	• •	• •	David J. Bailey, V. & D.C.A.
Huli, ,,	• •	••	••	Byron G. Daniels, C.
. , ,	••			Robert H. Micks, V.C.
Jersey, ,,		••		Thomas Rensuf, C.A.
Kidderminster, ,,				James Morton, C.A.
Kirkcaldy, Scotland		••		Andrew Innes, C.A.
Leeds. England		• • • • • • • • • • • • • • • • • • • •		Francis H. Wigfall, C.
	••			William Ward, V. & D.C.
1 -12	• •	••	••	Joseph B Haxley, C.A.
Leicester, ,	••	••	••	
Leith, Scotland	••	• •	••	Wallace Bruce, C.
. 11	• •	••	••	Hugh C. Peacock, V.C.
Limerick, Ireland	••	••	••	John R. Tinsley, C.A.
*				

Place.				Name and Title.
Liverpool, England				Thomas H. Sherman, C.
	••			William J. Sulis, V. & D.C.
)))) ···		••		William D. Hunter, V.C.
Lianelly, Wales				William Howell, C.A.
London, England	••	••		John C. New, C.G.
	••	••		Oliver R. Johnson, V. & D.C.G.
,, ,, ,,	••		••	E. J. Moffat, D.C.G.
				Francis W. Frigout, D.C.G.
Londonderry, Ireland				P. T. Rodgers, C.A.
Lurgan,				F. W. Magahan, C.A.
Manchester, England				William F. Grinnell, C.
,, ,,				Ernest J. Bridgford, V.C.
** **		••	••	Leonard Darbyshire, D.C.
Milford Haven, Wales				Henry Kelway, C.A.
Newcastle, England	••	••	••	Horace C. Pugh, C. Francis J. Radford, V.C.
,, ,,	• •		••	Francis J. Radford, V.C.
Nottingham, ,,	••	• •	• •	John L. McKim, C.A.
11 11	••	• •	• •	William C. Cartwright, V.C.A.
Newport, Wales	••	••	• •	William E. Heard, C.A.
Old Hartlepool, England	1	• •	• •	J. Hewelson Brown, C.A.
Plymouth, ,,	••	• •	••	Thomas W. Fox, C.
Portsmouth, ,,	••	••	• •	John Main, C A.
Redditch, "	••	• •	••	H. C. Browning, C.A.
Scilly lales, ,,	••	• •	••	John Banfield, Jun, C.A.
Sheffield, ,,	••	••	••	Benjamin Folsom, C.
Sligo, Ireland"	••	• •	••	George A. Branson, V.C.
Sligo, Ireland	• •	• •	••	John Tigue, C.A. Jasper P. Bradley, C.
Southampton, England	••	• •	••	Jasper P. Bradley, C.
St. Helen's, "	••	• •	••	John H. Cooksey, V.C.
	••	••	••	John Hammill, C.A.
Sunderland, ,,	••	••	••	James Horan, C.A.
Swansea, Wales	••	••	••	J. Aeron Thomas, C.A.
Tunstail, England	••	••	••	William Burgess, C.
Waterford Indend	• •	••	••	John H. Copestake, V. & D.C.
Waterford, Ireland	••	••	••	William H. Farrell, Richard Cox. C.A.
Weymouth, England		••	••	
Wolverhampton, Englar	ıu	••	• •	John Neve, C.A.

PORTS ENTITLED TO HAVE GOODS FORWARDED IMMEDIATELY "IN BOND" FROM OTHER PORTS.

Atlanta, Ga.
Baltimore, Md.
Bath, Me.
Boston, Mass.
Boston, Mass.
Boston, Mass.
Bridgeport, Conn.
Buffalo, N.Y.
Burlington, Vt.
Charleston, S.C.
Chicago, Ill.
Clincinnati, Ohio
Cleveland, Ohio
Cleveland, Ohio
Cloumbus, Ohio
Denver, Colo.
Detroit, Mich.
Dubuque, Iowa
Duluth, Minn.
Evansville, Ind.
Galvestoo, Tex.
Georgetown, D.C.
Georgetown, D.C.
Grand Rapids, Mich.

Hartford, Conn.
Indianapolis, Ind.
Jacksonville, Fla.
Kansas City, Mo.
Key West, Fla.
Lincoln, Nebr.
Memphis, Tenn.
Middeltown, Conn.
Milwaukee, Wis.
Mobile, Ala.
New York, N.Y.
Newport News, Va.
Norfolk, Va.
Omaha, Nebr.
Philadelphia, Pa.
Portland, Me.
Portland, Oregon

Portsmouth, N.H.
Port Huron, Mich.
Port Townsend, Wash.
Ter.
Providence, R.I.
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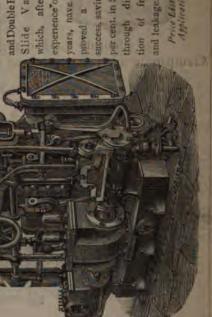
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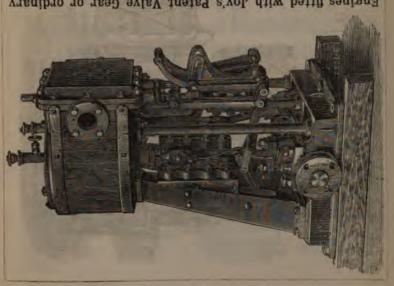
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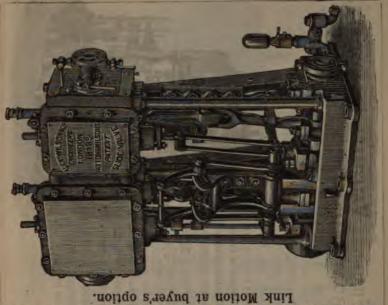
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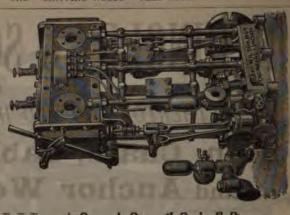
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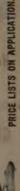
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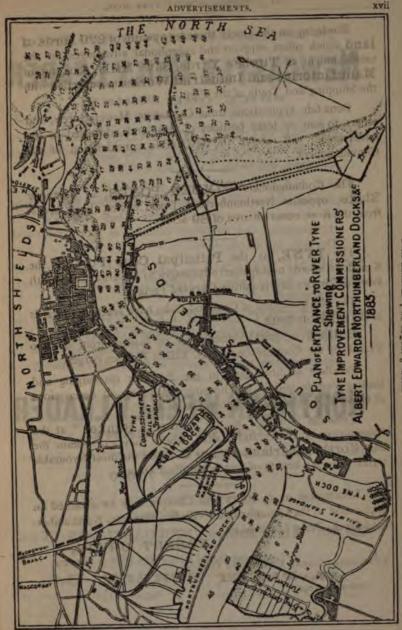
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Feet.	Fret.	Aeres.	Feet.	Feet.	Feet.
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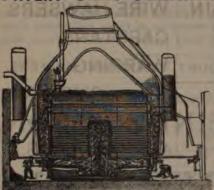
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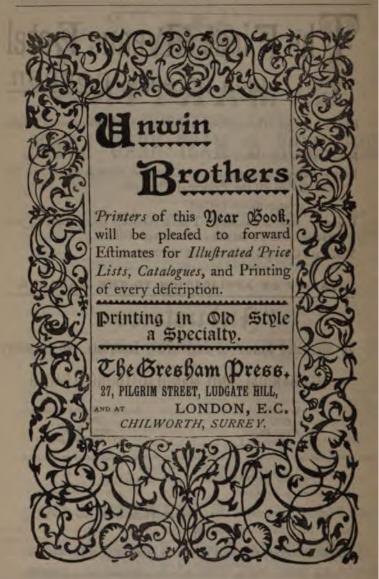
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Vessels saved by them	•••	•••	420	
Number of lives saved by Shore Boats, &c.	•••	•••	207	
Amount of pecuniary rewards for saving life		5,103 11 0		
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